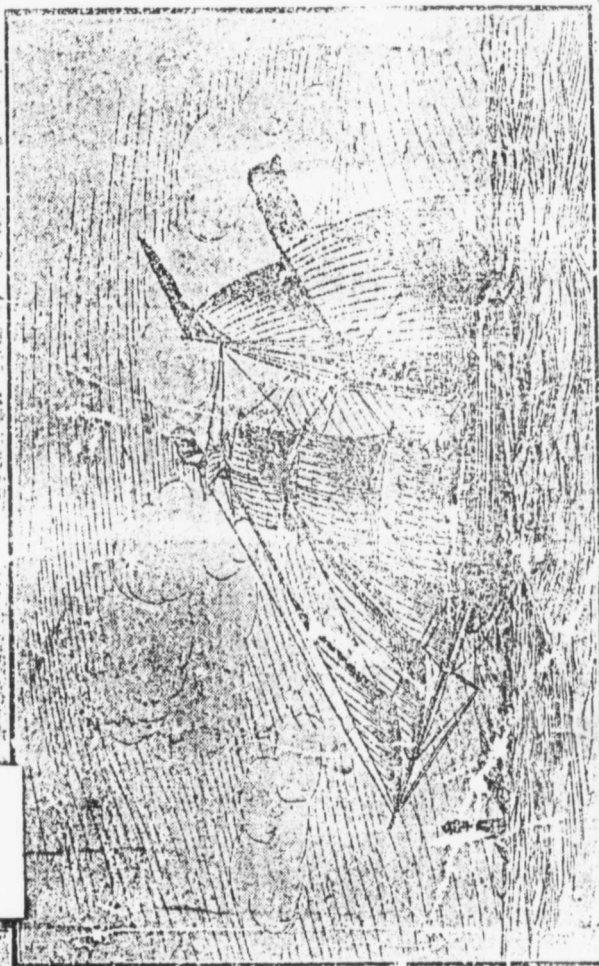


# Murphy's Old Sealing Days.

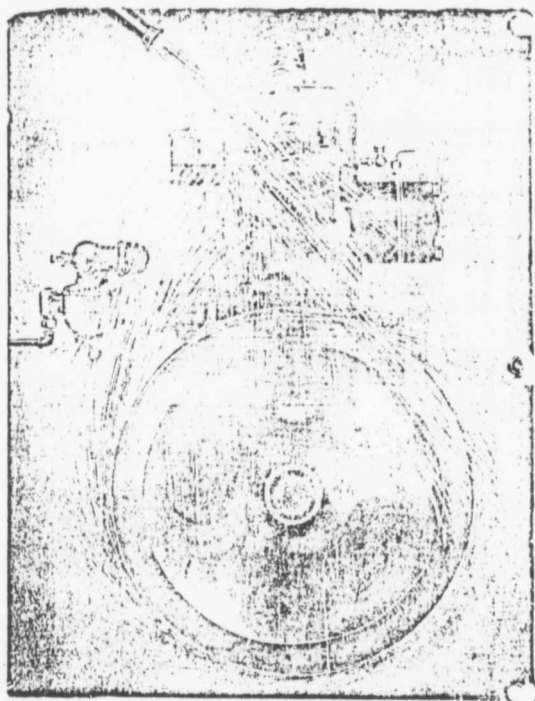
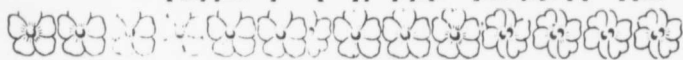


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Published by JAMES MURPHY March 1916.





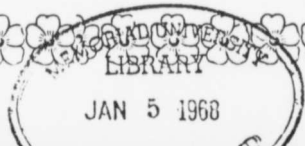
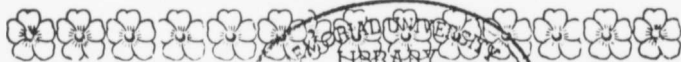
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Postal Telegraph Offices are operated throughout the Colony at all the principal places. Messages of ten words not including address or signature, are forwarded for Twenty Cents, and two cents for each additional word. A Government Cable to Canso, Cape Breton, connects with the Commercial Cable Company's system to all parts of the world. There is no more efficient telegraph service in existence. A Ten Word Message to Canada, exclusive of signature and address, costs from 85 cents to \$1.00. A ten word message to the United States, exclusive of signature and address, costs from \$1.00 to \$1.50. To Great Britain, France or Germany, 25 cents per word. Telegrams are transmitted by means of the Wireless Service during the summer season, and all the year round to steamers equipped with the wireless apparatus, which are due within the radius of each wireless station at Cape Race and Cape Ray.

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Night Lettergrams or Messages not exceeding fifty words may be transmitted during the night while the offices are closed for regular business, and are sent at the same rate as ten words in the daytime. Night Lettergrams are accepted by the Commercial Cable Company, or any of the Newfoundland Cable connections in the United States to all Postal Offices in Newfoundland. They must be written in plain English, Code or Cipher words not being permitted. Telegraph forms may be obtained at the Post Offices and from Mail Clerks on Trains or Steamers, and if the sender wishes the messages may be left with the P. M. to be forwarded by first mail to the nearest Telegraph Office free of postage.

H. J. B. WOODS, Postmaster General.

## Customs Circular No. 15.

When Tourists, Anglers and Sportsmen arriving in this Colony bring with them Cameras, Bicycles, Anglers' Outfits, Troutng Gear, Fire Arms and Ammunition, Tents, Canoes and Implements, they shall be admitted under the following conditions:—

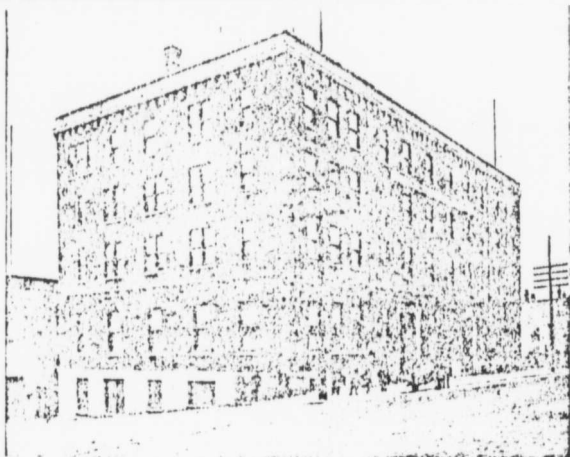
A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Troutng Poles, Fire Arms, Tents, Canoes, and tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outport office shall be mailed at once directed to the Assistant Collector, St. John's; if taken in St. John's the Receipt No. 2 shall be sent to the Landing Survey.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by presenting the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination, and upon its correctness being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of any kind will be admitted free and no deposit for a refund may be taken upon such articles

Custom House, St. John's, Nfld., November, 1915.





## King George the Fifth Seamen's Institute

The King George the Fifth Seamen's Institute was opened by Governor Williams December 19th, 1912. Superintendent Jones arrived here in November to take up his duties. Men of all nationalities—French, Germans, Dutch, Spanish, Norwegians, Swedish, Russian, Italian, Portuguese, Chinese and Americans—have since the opening sought shelter and accommodation at the Institute. Since it was opened the following is a correct list of beds, baths and meals booked: Beds, 45,558; baths, 18,209; meals served, 100,824. The Institute was made a temporary hospital for the survivors of the Newfoundland disaster and as a mortuary for the deceased. Mr. Jones was unremitting in his kindness on the occasion, for which he received the thanks of the Governor and of the authorities as well.

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# The Old Sealing Days

(BY JAMES MURPHY)

It is no mean venture, which I have undertaken, it has taken no small amount of research and time, as well, to locate, for my readers, if not all, at least a majority of the most-conspicuous and most-historical events in the annals of the seal-fishery. To me it is a labor of love, to collect such events, and a feeling of melancholy is on times inwoven within my soul, when I look back at the past, and I muse on the manner in which the deeds of our ancestors have been slighted. A stranger coming amongst us is capable of seeing the dearth of knowledge inculcated into the residents of this country in relation to the past, and they have not, on many an occasion omitted to speak about it, either through the columns of the press, on the platform, or in private conversation. "We are strangers in our own country" taught but little by those who should have the welfare of the fishermen, and the laborer generally at heart. You can not instill into the youth of this country a love of land, which comes next to a love of the Almighty, until you educate him in a knowledge of its past, a knowledge of his ancestry. Nations are but the reflection of individuals. A good father and mother will altho deprived of an education needed in the drawing room do more, by examples of honesty, morality, and sobriety, to educate their children to walk in the path, which leads to where "sorrow is unknown."

The people then, may be, likened to the home, let the educated men, those who vaunt their patriotism at every opportunity, thru the press or on the platform, be the ones to under take the education of the masses, in a knowledge of Terra Nova, for I say boldly and fearlessly that it is sadly needed. Until we are taught to love the land that bore us, we will never be the solid Phalanx, which we should, until love of country is placed before love of lucre, and religious animosity is laid aside, no land can be what Nature intended it. As yet, like the toe of Pyrrhus, which was untouched by the flames, the fire of patriotism has not yet reached us, when it shall arrive, time alone can tell. I am under the impression that the "big guns," of this country are situated similarly as Handel was, when the bellows-blower said, "There we have played that tune beautifully. "We—" exclaimed Handell, "what had you got to do with it." Handell again turned to the keys and struck them, but not a note came. "Ha," said the bellows-blower. "What had I to do with it?" Now our learned friends must remember that they cannot move in that air of security and patriotism, without the love of the people, and they must in consequence be willing to give more attention to their requirements than they have been doing, or maybe some day they may awaken to the realization of their error, in this respect.

To start my notes on the seal-fishery, let me say that at the beginning of the hunt in the search of those "pearls of great price" that open boats were used. In the old records there appears a letter sent to Governor Gambier by J. Bland of Bonavista, which is as follows:

Bonavista, Sept. 26, 1802.

Sir.—Your Excellency has been pleased to request of me some information respecting our seal fishery, and as far as my own experience and general observation can lead I shall endeavour to comply with that request. This adventurous and perilous pursuit is prosecuted in two different ways. During the winter months by nets and from March to June in ice skiffs and decked boats or schooners. The fishery by nets extends from Conception Bay to the Labrador, and in the northern parts there is a more certainty of success. About fifty pounds weight of strong twine will be required to make a net, the half-worn small hawsers, which the boats have used in the summer fishery do for foot-ropes, new ratline is necessary for head ropes and each net is required to be about forty fathoms in length, and nearly three in depth. I am anxious this minute that your Excellency may form some idea of the expense attending this adventure, as well as of the mode in which it is conducted. Four or five men constitute a crew to tend about twenty nets, but in brisk sealing this number of nets will require a double crew, in separate boats. The seals bolt into the nets while ranging at the bottom in quest of food, which makes it necessary to keep the nets to the ground, where they are made to stand on their legs, as the phrase is, by means of cork fastened at equal distance along the head ropes

The net is extended at the bottom by a mooring and a killick fixed at each end, and it is frequently placed in fifty fathoms of water, for we observe that the large seals are caught in the deepest water. To each end of the headrope is fixed a line, with the pole standing erect in the water to guide the sealers to the net, and when the poles are torn away by ice or other accidents they are directed by landmarks, and find their nets with creepers. The seals in their efforts to free themselves, cable the nets at the bottom and none but experienced sealers can disengage them without cutting the net. This description Sir, may not be interesting, but it will carry to Your Excellency a correct idea of this laborious business, and show that none but men active and inured to hardships can be qualified to engage in it. On the Labrador coast the seal fishery begins in November, and ends about Christmas, when the nets are taken up. With us it begins about Christmas and continues through the winter, the ice in this quarter being seldom stationary for any considerable length of time. Should strong east and northeast winds prevail through the months of December and January, the seals towards the end of the latter month never fail to appear in large companies, always going before the wind and ice, until they find themselves imbayed. The seals upon this coast are of many species, they are classed and distinguished by names only to be found in the Newfoundland nomenclature, and only understood by the Newfoundland naturalists. Tars, Dohters and Gunswolls and many others brew upon the rocks, in the summer season, and may be called natives, but these make but little part of our fishery. Our dependence rests wholly upon Harps and Bedlamers, which are driven by winds

and ice from the northeast seas. The Harp, when it its prime, will yield from ten to sixteen gallons of oil; and the Bedlamer, a seal of the same species, only younger, from three to seven. About the middle of March the female harp whelps upon ice, and in the course of a few days becomes reduced to less than half of her largest bulk, the male also from this period reduces, but not in the same proportion. There is, therefore, an evident advantage in catching the seals in the winter. I will now, sir, proceed to bring into view the produce of this fishery in Bonavista Bay, for some years back, in doing which I shall be as precise as the nature of the case will now admit of. In the winter of 1791-2, a succession of hard gales from the northeast brought the seals in great numbers, before the middle of January, unaccompanied by any ice, a circumstance that rarely occurs. In Bonavista alone 206 men, maybe, have been employed in attending the nets, and the number of seals caught amounted to about seven thousand. The entire catch at Bonavista Bay may be taken at ten thousand, and two-thirds of the whole reckoned harps, the harps yielded thirteen shillings each, and the bedlamers seven shillings and sixpence, which at that time afforded the merchant a large profit in the English market. The winter of 1792-3 nets were unproductive, but the ice skiffs in the spring were generally successful, killing from five to six thousand seals, principally young, which yielded five shillings each. For the winter and spring or 1793-4 we may reckon about five thousand. In 1795 the nets were successful in the prime part of the season, and the numbers taken were about six thousand, two-thirds of which were harps. The five succeeding years may be averaged at six thousand each, and three-fourths of

these may be reckoned young seals. In the spring of 1801 we may count about twenty thousand, the greater part of which were dragged on the ice by men, women and children, with incredible labor. These seals were principally of the hooded kind, and about nine-tenths of them young, the old yielded about fourteen shillings and the young seven. The last season may have produced six thousand, yielding on an average about seven shillings each. I do not know, sir, if what I have written will be thought satisfactory. I have confined myself in the district in which I live, not having material from which to give any thing like a correct statement of the other sealing ports of the Island and of Labrador. It may, nevertheless, be proper to say that Your Excellency ought not to form an estimate of these from the foregoing sketch. The ports on the coast of Labrador, on the northern shore, now possessed by the French, and southward to Fogo, have been out of all comparison, more successful in this fishery by nets. The sealing adventure by large boats, which sail about the middle of March, has not been general longer than nine years; it has been pursued with various success, and unquestionably has a tendency to promote the first intention of Government before any other. From two to three thousand men have been employed in this perilous adventure, and it may excite surprise that so few fatal accidents have happened. It is, however, in my opinion, for various reasons, upon the decline, and it may properly become a question whether the Government ought to suffer it to fall, if it can be supported to its full extent, through the medium of a provision or bounty. Out of the harbor of St. John's this adventure has been followed with uncommon spirit, and Your

Excellency, it is likely, may obtain useful information on this subject from the merchants of that quarter.

I have the honor to be, with great respect, sir,

Your Excellency's obedient humble servant,

JOHN BLAND.

His Excellency

James Gambier, Esq.

Mr. Michael Carroll, of Bonavista, an educated and talented fisherman, published a booklet in 1873, which he dedicated to the late John Munn, Esq., M.H.A., of which gentleman, he said: "Whose lifelong labors have been devoted to the interests of Newfoundland this work is respectfully dedicated." Mr. Carroll, on page 7, says: "The sealfishery was not prosecuted by the inhabitants of Newfoundland up to the year 1763, 24 years after that date, 1787, 4,900 seals were taken off the ice, and manufactured into seal oil. The year 1807 there were thirty sealing vessels from 30 to 60 tons burthen, employed in the prosecution of the sealing voyage (all over the island of Newfoundland), but since that the sealfishery gradually increased so much so, that in the year 1857, there were upwards of three hundred and seventy sealing vessels engaged in this fishery, from 80 to 200 tons burthen, united crews numbering 13,600 men."

Now there is an error in the last statement. It may be a typographical error. There was in the region of 14,600 men at the ice in 1857, of which I will make known fully as I proceed with my notes. Mr. Carroll's booklet is very interesting, a description of every kind of seal may be read therein, their habits, and the mode of prosecuting the sealfishery. The book I perused was given by me to my friend, Hon. W. C. Job, who was very much interested in the notes which it con-

tained. At Brigus, Bay Roberts, and other ports of Conception Bay, as well as Harbor Grace, lectures were delivered by Mr. Carroll in the seventies on the sealfishery, the herring fishery, and on the production of the potato. In 1873, after a lecture delivered by him, he handed the proceeds over to go to the fund for the widows and orphans of the Village Bell, John Antle master, lost at the ice in the spring of 1872. He lectured at St. John's also, and Professor Baird, of the United States Fishery Bureau, spoke very highly of Mr. Carroll's abilities. He attempted to organize a company for the introduction of oysters in this country in 1874. In the Indicator newspaper, published in the early fifties, I find in its pages for 1844 a brief description of the sealing industry by Mr. Carroll. He says in relation to seal nets:

"A seal net is 50 fathoms long, 14 fathoms deep, mesh 8 inches. It is always on the bottom, being kept down by two killocks, one cwt. each, made fast to each end of the mooring, to each end of the knee is made fast a piece of rattling, of the depth of the water to which a line is attached a pole, 12 or 14 feet long, by which the net is hauled up to be examined."

In 1844 the following nets, according to Mr. Carroll, were in Bonavista Bay:—Bonavista, 400; Bonavista to King's Cove, 60; King's Cove to Keels, 40; at Keels, 62; Keels to Marystown, 84; Harry's Town to Ship Island, 65; Flat Islands to Greenspond, 124; Greenspond to Pinchard's Island, 514; Pinchard's Island to Cape Freels, 310. These nets were valued by Mr. Carroll at a cost of £8,295. In a short History of Newfoundland by Rev. Moses Harvey, F.R.G.S., we find the following account of the sealfishery:

"While the codfishery has been prosecuted for nearly 400 years, the seal fishery is not more than 50 years old. (Mr. Harvey's book was published in 1890 and may be said to date from 1805.) Hackluyt, the historian of the early voyagers, tells us that "In 1593 there were on the shores of the island of Ramea, within the Straits of St. Peter, on the back of Newfoundland, chiefly in April, May and June, multitudes of amphibious creatures, called *vaccœ* marine or mosses, the two large teeth of which (resembling ivory), and their oil were considered as valuable articles of commerce, that Captain Drake found there a ship belonging to the inhabitants of St. Malo, full freighted with mosses, that he also observed several whales of an enormous size, together with great numbers of seals and porpoises, of which they killed several. Up to 1774 this fishery, referred to by Hackluyt, was prosecuted around the island. The "sep cow" or "mosse" of those days was the walrus, and was valuable for its oil, skin and tusks, the latter furnishing the best ivory. These tusks, two in number, hung from the upper jaw, and by them the walrus lifts itself on the ice. Gradually the animal became extinct in those seas, and is now confined to the arctic regions. The first mention of a seal fishery is by L'Abbe Raynal, who tells us that as early as 1763 some English fishermen used to repair to certain parts of Newfoundland, during winter, for the prosecution of the seal fishery. This was an inshore net fishery, and was carried on upon a small scale, and is still followed along shore in some favourable localities. The next step in the seal fishery was the shooting of seals from large boats, which left port about the middle of April, soon after the sealing boats gave place to schooners of 30 to 50 tons, carrying

twelve to fourteen men each, and not leaving port until March 21st. Conception Bay led the way in this new industry, and its people showed much energy, and many of them became wealthy in the prosecution of the seal fishery. In 1807, about 50 of these small schooners were engaged in seal hunting from various ports. In 1857 nearly 400 sail of vessels were at the seal fishery, their united crews numbering 13,600 men."

The Rev. Mr. Harvey was in error about the number of men, he gave the number which is found in Mr. Carroll's book. As I omitted to say that the latter named gentleman was in England in 1868 in relation to a copper mine. He brought out with him two experienced Cornish miners. I am not aware if the mine proved a success. I make mention of the fact because of its historical bearing. Rev. Phillip Toque describes the seal fishery in this manner:

"In the commencement the seal fishery, was prosecuted in large boats, which sailed about the middle of April, and as its importance began to be developed, schooners of from 20 to 40 tons were employed in it. These sailed on the 17th of March, the vessels employed in this fishery are from 50 to 100 tons, manned by 25 to 40 men each, according to the size of the vessel. They sail from the 1st to the 10th of March. The length of time spent on the voyage, is from three to eight weeks. Sometimes, however, a "trip" is taken in a fortnight of 5,000 seals, amounting in value to nearly £3,000. The owner supplies the vessel with provisions and every other necessary, one half the product of the voyage is equally divided among the men, the other half goes to the owner of the vessel. The crew have to pay from ten to thirty shillings each for their

berths. A hired master receives from four pence to six pence per seal, and sometimes five pounds a month besides. A man's share is allowed to the master which, however, goes to the owner of the vessel. What is called the seal is the skin with the fat or blubber attached, the carcase is thrown away. Some years back these pelts were sold for so much apiece, according to the size and quality, but in consequence of the practice of leaving behind a portion of the fat, it became necessary to purchase them by weight. The price of the young seals is usually twenty-two shillings per hundredweight, the price, however, is regulated by the value of oil in the British market. The sailing vessels have now been mostly superseded by steamers."

Over 50 years ago the above was penned by Mr. Tocque. Speaking of berth money the rev. gentleman quotes from the late John Valentine Nugent, Esq., one time member of the House of Assembly, High Sheriff of Newfoundland, and in his early days a school teacher, and a master at the Academy at Castle Rennie, then situated on the road to Signal Hill. Mr. Nugent says: "The question of the amount of berth money has agitated the sealing population for many years, and still has its tendency rather to increase than diminish, but at length the sealers determined to procure a reduction of the charge, and in order to effect this they, on Monday last, held a meeting on the Barrons, and passed a number of resolutions pledging themselves to the adoption of every constitutional means to defend their rights, to refrain from entering upon the voyage until the merchants should consent to reduce the berth money from £3 10 per man to £2 for common or ordinary hands, called bat's men; £1 for after gunners and bow gun-

ners free, and to this they added a resolution pledging themselves not to use and coercive means for the operation of their object."

Mr. Tocque says: "The meeting of the sealers referred to in the preceding article by Mr. Nugent, took place in St. John's on the 18th of March, 1842. The berth money that year had been raised by the merchants and owners of vessels to three pounds, and three pounds ten shillings, currency, for "batmen," and one pound for bow or chief gunner, who had hitherto gone free, some of the parties committed a trifling breach of the peace, and were imprisoned for a short time. The berth money, however, was lowered to two pounds for "batmen," one pound ten shillings for after gunner, and the bow gunner free as before."

Prowse's history tells us that in the old days 'the seal-fishery, besides altering social customs, largely increased the importance of the outports, the statistics of the early part of the century show us that there was a considerable foreign caste in the island outside of St. John's. Many resident merchants carried on a large business in such places as Trinity, Greenspond, Twillingate, Fogo, Bonavista, King's Cove, Harbor Grace, Carbonear, Brigus, Port-de-Grave. The effect of the seal-fishery was to add materially to the wealth of the various settlements where it was carried on. First of all there was the building of the ships, as prior to about the forties, when the Conception Bay members began buying the slop vessels from the Provinces, nearly every vessel in the seal-fishery was native built, in many coves the seals also were manufactured into oil in the same harbor. Twillingate, Fogo, Greenspond, Trinity, besides the Conception Bay ports, had vats, all this, as my readers can readily under-

stand, brought strength and wealth to the outharbors, and nourished the growth of a great middle class—the traders and sealing skippers—the two occupations were often combined. Enormous amounts of money were made in those days. Steam completely changed the whole aspect of affairs. The men get much smaller shares, the big bills of the forties and the fifties are no longer earned, a man's share today hardly ever goes over £8 or £10, and the great army of sealing skippers and great planters, where are they. When Mr. Walter Grieve sent the first sealing steamer to the ice it was a poor day for Newfoundland."

In Bonnycastle's "Newfoundland in 1842," we find the subjoined in relation to the sealer's strike mentioned by Rev. Mr. Tocque and Mr. Nugent:

"No later than a few days ago a fresh instance of the demands of the laborers of the working bees took place, which formerly neither would have been attempted or would have ended in serious riot. The fishermen collected in the latter end of February from all the surrounding settlements to prepare for the annual visit in quest of seals. The bargain here was on the same principal, one half the profit to the merchant or owner, who found and fitted the ship, the other half to the crew. The merchant, by long custom, besides the benefits derived from extra stores or clothing, had always deducted a certain varying sum for berth money, to the hands, excepting one or two able marksmen, who were charged less or went free, for the privilege of embarking on the most hazardous and uncertain adventure, which the spirit of commerce leads men to undertake. The sealers had long been dissatisfied with this charge, and therefore met together in St. John's with banners and a drum,

and held a consultation which ended in a refusal to embark unless the merchant owners lowered the berth money, which they had this year raised to three pounds, and three pounds ten shillings currency, for the different classes, with one pound for the bow or chief gunner, who had hitherto gone free. Some of them committed a breach of the peace which fortunately was trivial, and they were sentenced to a short imprisonment, but the body holding out a long time a sort of compromise was effected, and the berth money was lowered to two pounds, and one pound ten shillings, and the bow gunner, as before, free."

The "Patriot" of that date tells us that the "strikers" drew up a scale of prices on the Barrens, this scale was first suggested by Mr. William Walsh, a merchant in his day, and known as "Native" Walsh. He was the father of our respected and intelligent townsman, Mr. Richard Walsh, of the "Beach." The reduction seemed to be fair considering the rate of provisions and the price of outfits. The Hon. Laurence O'Brien, called "Larry O'Brien," was the first in the trade to comply with the request of the sealers. About fourteen years ago Mr. David King, of the Southside, who was then "going up" for ninety years of age, gave the following description of the first sealers' strike. It is as follows:

"It was organized by Henry Supple, a man of superior education, but a fisherman like myself, and with whom I worked for some years. The object of the strike was to secure a reduction in berth money. Prior to that 'batmen' going to the ice paid 20 shillings for their berths, after gunners 10 shillings, and bow gunners went free. The rates were gradually raised to 60, 50 and 40 shillings, and then the men struck. They assembled at the



head of King's Road, and with Bradley the 'fiddler,' a fifer and a drummer, marched through the town, visiting all the wharves, and searching the ships for those not in sympathy with them, such men had to fly for their lives. The strikers were masters of the situation, and the merchants reduced the rates to 20, 10 and 5 shillings. The town was small then and the strikers made a big showing. Besides rum, was plenty in those times, and it was not wise for the merchants to hold out too long. I pay more for water now than I did for rum in them days. You could get it at O'Mara's then, the primeest Jamaica, for three shillings a gallon. That year Purcell in the Rachel and Ellen came in on March 16th with 6,000 seals, mostly 'cats,' the young ones were down below, and the larger ones that they killed later were on top. 'Twas just like a barrel of apples you'll buy now. The standard figure in those days was five shillings a 'swile,' large, medium, or small. Bland & Tobin owned the ship and advertised the fat for sale. Bennett & Morgan, who were located where Clouston's tin shop is now, bought the cargo, and signed an agreement to that effect. When the 'cats' began to come out, and they saw they had made a bad 'spec,' they tried to get out of their bargain, offering £200 to be released, but Hogan held them to it. After the ship was unloaded it was found that an old seal, a big fellow, which they killed off the port and brought in on deck, had not been transferred to Bennett & Morgan. They took action in court for the seal, but lost it, because Tobin brought up all the skippers, who proved that it was a custom of the fishery to leave one seal in the vessel to be run into oil for her use during the summer."

In February, 1843, a great number of sealers assembled on the Bar-

rens to take into consideration the means to obtain redress. They marched through the town with a banner, a drummer and fifer discoursed the music. They cheered for Queen Victoria and Sir John Harvey the then Governor of Newfoundland. The sealers gathering at Brigus in 1845 was one of the largest number of men ever collected together to seek their rights in the old days. This strike was led by Capt. Supple. On the 20th of February, a deputation of sealers from the South Shore called on Capt. Supple at his residence at St. John's and complained of the oppressive charges for "outfits" and "berth money." Capt. Supple agreed to champion their cause, and accordingly he left for Chapel's Cove, where he was met by hundreds of people of that and surrounding places. From Chapel's Cove he was drawn by the sealers in a sleigh to Harbor Main. He bore in his hand a flag made of white silk, trimmed with green satin, ornamented with a red satin St. George's Cross, and he was made to feel happy by the sweet strains of the Harbor Main temperance band. When the crowd of sealers and Capt. Supple arrived at Harbor Main, a meeting was convened. Capt. Supple was called to the chair, and Mr. John Gorman was appointed Secretary. Cheers were called for Queen Victoria and Sir John Harvey. A committee was formed, Capt. Supple chairman, and John Gorman, secretary, with the following well known fishermen—Peter Ezekiel, Michael Keating, Jeremiah Kennedy, John Woodford, Michael Hickey, John Buck, Thomas Wall, John Ryan, Richard Strapp, Jeremiah Quinlan, Martin Costello, John Crawley, John Walsh, John Kennedy, John Joy, Peter Quinlan, Philip Mahony, Michael Mahony, and Richard Hearn. The meeting was in progress some time when it

was adjourned to be held at Brigus. All the sealers from Harbor Main, Salmon Cove, Cat's Cove, Collier's and other places, assembled on "Brigus Pond" where the big meeting was held. It is said that nearly 3,000 sealers were there, they marched to Cupids and back again. The music was composed of a drum, fife, clarinet and two violins, while the British ensign occupied a foremost place in the procession. Many banners were borne on the occasion. One of them bore the temperance inscription: "With the Divine assistance I pledge myself." A green silk flag with a white cross was a conspicuous banner, while the figure of an angel on another banner took a foremost place. On this banner was inscribed the following verse:

"The traveller heeds not the weary  
mle,  
As he comes to bask in the angel's  
smile;  
Low tending to earth his heavenly  
brow,  
As he pledges his faith in that holy  
vow."

The native flag was there also, this was the flag of the Native Society. A committee of merchants received the sealers' committee at Brigus, amongst the merchants were the following—Robert Brown, Nathaniel Munden, William Munden, Azariah Munden, John Penny, Robert Walsh, John Noonan, James Wilcox, Jos. Walsh, P. Brine, William Burke, Edgar Sterling and William Woodford, father of the Minister of Public Works. The proceedings terminated with the sealers getting what they had looked for. The merchants' statement in relation to the sealers' claim, read thus:

"We agree to give our sealing crews their berths at the lee this spring at the rate of ten shillings

per man, all through the crew. Persons shipped for gunners to bring a good gun, with spare lock, and use the same 'outfits' free."

Before the strike ensued sealers were charged 30 shillings for berths and 17 shillings for 'outfits.' A few years previous to the sealers seeking their rights under Capt. Supple at Brigus, a "Fishermen's Mutual Protective Society of Newfoundland" was organized at St. John's. The fishermen met at Kieley's Long oom, which was then situated on the King's Beach. Captain John Fitzgerald was chairman. The seal-fishery as it was carried out in the days we digress on, must have been a very lively undertaking. The late Hon. James McLoughlan, from his place in the Legislative Council, once said, when a bill was before the chair, in relation to the seal-fishery:

"I am filled with melancholy reflections as I take a retrospective view of the past, and think of the good old days of thirty years ago, when we had a large fleet of sailing vessels prosecuting the seal-fishery. It was difficult to imagine a more beautiful sight than the long array of vessels ranged in an ice channel in the harbor of St. John's on a fine sunny day, with a strong westerly breeze of wind blowing, their flags gayly flying, whilst working their way down the channel, towards their exit from the port, with their cheerful and happy skippers and crews on board. Even to those on shore, from the highest to the lowest, it used to be a most pleasing scene, for in those days all seemed to feel a personal interest in the seal-fishery, a finer or more healthier body of men could not be seen in any part of the world, they brought joy and comfort to their families, their fruits of their labor created a stir amongst business people, of all shades. Thus was the general in-

terest of the community given an onward impulse, which is not derivable from the sealfishery of the present day. Through a want of foresight and from a desire of monopoly, and not having prudence sufficient to leave well enough alone, well-to-do persons introduced into the business larger vessels which were unsuitable to the voyage as well as the general trade, and consequently the prosecution of the sealfishery began to decline. But to intensify the injury steamers were introduced at an enormous expense. The merchants have made no money by this costly innovation, the greater portion of our men are unable to obtain berths, and those that do obtain them are, as a rule, badly recompensed for their time and toll."

The late Hon. Thomas Talbot said of the prosecution of the sealfishery from his seat in the Legislative Council, as follows—"In my early days, wanting to know how the sealfishery was carried out, I went to the ice in a sailing vessel. There was no panning in those days for other people to steal them. If there be no profit in the use of steamers as proved by their gradual withdrawal, why not prohibit their employment altogether by providing that after a limited number of years, no steamer should be engaged from this Colony in the sealfishery. Then we should have a gradual revival of the sailing fleet, when merchants, planters, fishermen, mechanics, all would share in the benefits, the voyage would produce, as it did in days gone by, when its riches were spread broadcast amongst all classes in the country."

A Newfoundlander in the States, writing from there about thirty years ago on old times, included the days of the sailing vessels going to the ice. In his reminiscences he said:—"I do not now hear the

nails in the houses cracking with frost, or the loud deep bark of the fishermen's dogs, nor are they themselves heard shouting upon the streets before daylight driving their teams of yelping dogs to the country for fuel. I have lost my old companions, the frost clocks, which used to tick the long winter night away in my bedroom walls. The cooking stove has taken the place of the dog irons, and I no longer behold the bright cheery blaze, of the yule log with the light of which fearful ghost stories were told that used to make us tremble as we glanced behind in the dark portions of the room. Then the jolly good times sitting up waking a stiff—a planter who had gone over a cool £500 in debt to his merchant. The only sad feature with death then was if it should happen in the summer while the men were at the fishery and were prevented from sitting up all night, and pouring the accustomed libations of Jamaica to appease the manes of the dead one. With the annihilation of the sealfishery, this effacement of much that was truly Newfoundland will be accomplished. The introduction of steamers has taken some of the zest and rough manhood out of it. The day is not far distant when the tough yarns of seal killers will be condemned as exaggerated tradition and misleading legends, and when some traveller from New Zealand shall stand on Maggoty Cove Bridge to sketch the ruins of "Watty Grieves" oil vats, the yarns, rhymings, strange whims of these men, shall elude the group of memory:

"When the planter Burke,

With his broad back,

Fed his men on good pork

And Hamburg tack."

or when,

The father of "manus,"

By name 'Val' Kehoe,  
Led the crew of the brig  
Against old Captain Snow."

Feather beds were not then carried to the Labrador, nor did fishermen wear oil clothes. Ah, then you could hear the voice of 'old Tom Storny' with its deep rich tones of an April morning. It came from a broad deep chest and could be heard over the ice floes from Salvage rock to the centre of Harbor Grace, as he gave his orders pacing the deck of his loaded sealer."

In the days of the sailing vessels, "cutting channels" by which the vessels were got into the "open water" was a part of the programme. Some lively times were indulged in when "cutting channels." Eighty years ago the following correspondence took place between the merchants and magistrates in relation to "cutting channels" for the vessels when being got ready to proceed on a sealing voyage:

St. John's, 19th Feb., 1838.

"We, the undersigned, request that you will call a meeting of the owners, masters, and agents of owners, of sealing vessels, at your earliest convenience, to enter into and make regulations for cutting channels through the ice, according to the Act of 4th William IV., Cap 2, Sess. 2.

JOHN SINCLAIR  
WALER GRIEVE  
J. BUTLER BULLEY.

To P. W. Carter, Esq., and James Blakie, Esq., Her Majesty's Justices of the Peace.

Police Office, Tuesday,  
Feb. 20, 1838.

We hereby give notice that a public meeting of the owners, masters, and agents of the owners of sealing vessels in this district, in conformity with the Act mentioned in

the requisition to us directed, will take place on Friday next at the Exchange Buildings at eleven o'clock, for the purpose of carrying into effect the provisions of the said Act, and all persons concerned are hereby required and directed to attend and govern themselves accordingly.

JAMES BLAKIE, J.P.  
P. W. CARTER, J.P.

What a stirring sight it must have been to see over one hundred sail of vessels sailing down the harbor of St. John's, and three times that number going to sea, from out of the various northern bays. Flaws flying and guns firing, and the sealers cheering, with an occasional bout as regards the best man, and the sweethearts on shore waving their handkerchiefs and saying the heartfelt "God bless ye," "a bumper trip to ye," and "May God send ye safe home." were some of the principle formalities or incidents which on these occasions took place. The fustian jacket, flushing trousers, blanketing shirts and drawers, the buskins and the bluchers, formed part of the attire of our forefathers. Hardy, strong, robust men. Hamburg bread and butter, and Hamburg pork, contributed to a portion of their fare. Pokers, made of firewood with a stout rim of iron around one end of the poker from which protruded an iron dart about four or five inches long, used in shoving the ice pans from before the bows of the stout ships. Caboozes, to make a fire in, used for boiling and baking the grub. These caboozes stood on the deck of the vessels, sometimes a half puncheon was used, around which a number of bricks were placed. The "hall-room," so called, where the majority of the crews slept, was forward of the main hatch or hold of the ship. Some of the schooners carried a

square sail, and were called "beaver hats" or "beaver hat men," the majority of the vessels were brigs and brigantines. Comfortable, though not attractive clothing, as I have said, were worn by the sealers. The "nail bag," or strong rough garmey (trawsey) so called, was a favourite attire. Scotch caps with a large tassel, were principally worn. Those caps, when "pulled" over the ears and face, were fine caps to keep the wearer warm, but in wet weather they were not desirable to wear. For a better or more elaborate description of the dress of the sealers, I will give my readers the account rendered some fifty years ago by the late Rev. Moses Harvey, in an article which appeared in a Boston news paper:

"As the first of March, the time of starting for the sealfishery approaches, the roads leading from the various outports to St. John's begin to be enlivened by the appearance of the sealers, or "sollers" as they are called in the vernacular, marching towards St. John's, each with a bundle of spare clothing over his shoulders. This light wardrobe he carries on a stick six or eight feet long, which is called a 'gaff' and serves as a bat, or club, to strike the seal on the nose, where he is vulnerable, and also as an ice pole, in leaping from 'pan to pan,' as well as for dragging the skin and fat of the seal over the fields and hummocks of ice to the side of the vessel. To answer these purposes the gaff is armed with a hook at one end, in addition, carry a long seal-end bound with iron, some of the ing gun on their shoulders. These are the 'how or after gunners,' who are marksmen to shoot old seals, or others that cannot be reached with the 'gaff.' These men rank before the batmen and obtain a trifling remuneration additional by the remission of their 'berth money.' The

outfit of the sealers is of the simplest description, sealskin boots reaching to the knee, having a thick leather sole, well nailed, to enable them to walk over the ice, protect the feet. Coarse canvas jackets, often showing the industry of the wife or mother in the number of patches which adorn them, are worn over warm woollen shirts and other inner clothing. Sealskin caps and tweed or moleskin trousers, complete the costume, which is the reverse of handsome or picturesque. As a rule, each man carries with him a little salve, in case of a cut, a little Friar's Balsam for strains, and a small phial containing a solution of sulphate of zinc to counteract ice blindness. Thus they come to St. John's to reach their respective vessels before the 1st of March."

I will once more introduce a statement of Mr. King, in relation to the frost and hard weather generally, to which the old folks were subjected to. Besides the interesting account of the loss of Captain Picco and all his crew, a few miles from St. John's, while coming to port with a load of seals about the spring of 1830. Mr. King says, speaking first on the "three suns" which were said to have been seen by the old folks:

"This phenomon occurred on Wednesday, February 10, 1838, the previous night it froze very hard, and the weather bore every indication of a bitter frost. There was no coal used by the poor people of St. John's in those days, and in consequence they had to go to the woods for fuel. On Wednesday morning the wind veered to north, with flurries of snow, and about 10 o'clock it was a frightful day. At 11.15 the sky cleared and the three suns were visible. They were in the sky for half an hour and were witnessed by the whole population. "Big Jim" Kielly, who kept a store where

Baird's is now, put outside his door a pint goblet filled with water, and in five minutes it was frozen over, so that it would be a dollar. The people in the woods that day could not bring out their loads, the frost was so intense that they had to give up the attempt, and make for shelter in houses along the country roads, and as it was scores were frostburnt. It was the hardest spurt of frost ever known by me in my whole life. In 1830 there was such another frost, the seal killers were out at the ice, when the gales drove them south fifty miles or more, to the outer edge of the Danks in the strain of Cape Broyle. Picco, of the Coye, was out in the True Blue. He was a great "swoll" killer and had 5,500 that year on March 29, the wind ceased and the vessels made sail to work to land. There was no light on Cape Spear in those days, the ice was loose and that night it snowed and blew dreadfully, about daybreak it was worse, and the vessels were anxious. "Bill" Ryan in the Caledonia got in safely. "Native" Walsh, from the "Beach" got in also. "Pat" Mackey was in the Devonport, and after running for a good while, he hove her off to sea. There was no braver man than Mackey, but he knew when to stop. Picco was coming behind him and shouted, "aren't you going to run in, Pat." "No," replied Mackey, "I don't think it's safe." "Tis safe enough for me," shouted Picco. "Good luck to you," returned Mackey. Picco missed the Cape, ran in, and took the land near Petty Harbor Motion. A blinding snowstorm was raging and not a soul was saved. He had 30 of a crew, men and boys, for men were scarcer then and a boy of 15 could get a berth as easy as a grown man can now. The next morning from the Block House you could see the whitecoats drifting south in long

strings, the ice was loose and the killing easy. The four pilot boats got two loads apiece that day, and the seals struck the land this side of Cape St. Francis, and hundreds were got at Torbay, Flatrock, Pouch Cove, and even in Conception Bay. In 1833 again there was a gale in March, the blizzards raged for two nights and days. You dared not venture out of doors to get water, the best you could do would be to watch your chance between the squalls, and while one held the door open, another would take a shovel full of snow to be melted down."

There has been many seal killers in Newfoundland, and almost any harbor can boast of a half dozen or more, exceptionally good men, but the little town of Brigus in Conception Bay, has been noted for one hundred years as the great centre for the sealing industry, and the fame of her captains have become world wide for their skill as ice pilots, so much so that they have been sought for by all our great Arctic explorers during the past fifty years or more. Look at Bob Bartlett, the famous Brigus captain, who was with Peary when he discovered the North Pole. Isn't Bob's fame and name in every corner of the globe, and isn't he a successful sealing captain as well. So successful were those Brigus captains about seventy years ago that it is said that many of them had "barrels full of money." William Munden was the most progressive of the Brigus captains. He started with a little western boat of 40 tons, but he soon enlarged her to 70 tons. At that time a vessel of that size was considered one of the largest of the fleet. Captain Munden determined to have a still larger vessel, so he built the "Puff" Brothers at Brigus in 1819. She was called after his four sons, one of them being the famous Captain

Azariah Munden, grandfather of the Messrs. Munn Brothers of this city, whom I may state are very affable and obliging gentlemen. I have always found them most willing to assist me in any undertaking which I have taken up in relation to the past of Terra Nova. The Four Brothers when built was the largest vessel up to that time that ever went to the sealfishery. She was, according to the newspapers of 1838 101 tons. The other sealing captains at Brigus laughed at the idea of having a vessel of 100 tons going to the sealfishery, and they said that she never would be able to turn around in the ice. The people of Brigus looked upon Robert Brown as an authority. This gentleman was afterwards Mgr. of the Commercial Bank. Mr. Brown said: "I always considered that William Munden was a level headed man until he started to build that hundred ton vessel for the sealfishery." We can all smile at this nowadays, when we put the Stephano at work seeking for whitecoats, but I believe the Four Brothers was considered a greater wonder than the Stephano was when she first went to the ice.

In the early days of the sealfishery a flag was presented to the captain of the vessel which brought in the largest number of seals, according to the vessel's tonnage and the number of men she had on board. I notice that in 1833, eighty-three years ago, that Capt. Carew of St. John's, was presented with a prize flag by Robert Job, Esq., grand uncle of Messrs. William and Robert Job, for bringing into port the year before the greatest number of seals. In 1834 Capt. William Butt, in the Elizabeth, of Carbonar, was presented with a flag, by the Commercial Society of that town, because he did in the previous spring, bring into port the heaviest weight of seals for the

number of his crew than any other vessel out of that port. It was a beautiful, crimson flag, and when being presented to Capt. Butt, Thos. Chancey, Esq., the President of the Commercial Society, said as follows: "You have been requested to give your attendance here to-day for the purpose of receiving from the Commercial Society of this town a silk flag, as a present, and as a reward for your perseverance and industry in bringing to this harbor last spring in the schooner Elizabeth, under your command, a larger quantity net weight of seals than any other vessel sailing from the port."

Now at this time Carbonar came next to St. John's as regards sending to the ice the largest number of sealing vessels. Eighty years ago Carbonar had the following named vessels prosecuting that industry, seventy-eight all told:

- Elizabeth, Captain Wm. Roberts.
- Caledonia, Capt. Patk. Scanlan.
- Fanny, Capt. W. P. Taylor.
- Margaret, Capt. Daniel Lacey.
- Faith, Captain Solomon Dean.
- Earl Grey, Capt. John Donnelly.
- Frederick, Capt. G. Blundon.
- Trial, Capt. Edward Pike.
- Sir Howard Douglas, Capt. Edwh. Dwyer.
- Caroline, Capt. E. Hanrahan.
- Alpha, Capt. R. Parsons.
- Fortitude, Capt. George Pike.
- Dewsbury, Capt. N. Nicholl.
- Julia, Capt. R. Taylor.
- Dart, Capt. George Penny.
- St. Ann, Capt. John Moran.
- William the Fourth, Capt. Samuel Clarke.
- Joseph, Capt. William Clark.
- Lavinia, Capt. Frank Taylor.
- Eliza Ann, Capt. W. Meaney.
- Adelaide, Capt. W. Udell.
- Lark, Capt. Jas. Pearce.
- Thirteen Brothers and Sisters, Capt. Thomas Oates.
- Codfish, Capt. Henry Cole.

Britannia, Capt. W. Howell.  
 Waterloo, Capt. Henry Ash.  
 George Lewis, Capt. Nicholas Ash  
 George, Capt. James Kehoe.  
 Ann, Capt. John Whalen.  
 Ambrose, Capt. John Squires.  
 Frederic, Capt. Patk. Meaney.  
 Benjamin, Capt. Francis Howell.  
 Hero, Capt. Edwin Barrett.  
 Corie Mullin, Capt. Thomas Finn.  
 Fox, Capt. James Howell.  
 Neptune, Capt. J. Hanrahan.  
 Minerva, Capt. George Joyce.  
 Philanthropy, Capt. J. Nicholl.  
 Charlotte, Capt. Jas. Jillett.  
 Clinker, Capt. William Butt.  
 Morning Star, Capt. Wm. Burden.  
 Elizabeth M., Capt W. S. Bemister  
 Alice, Capt. R. Bransfield.  
 Avon, Capt. W. Davis.  
 May, Capt. R. Bransfield.  
 Fair Cambrian, Capt V. McCarthy  
 Greyhound, Capt. C. McCarthy.  
 Reindeer, Capt. Edwin Guiney.  
 Agenoria, Capt. John Hudson.  
 Mary Anne and Martha, Capt.  
 Solomon Taylor.  
 Julia Ann, Capt. John Kennedy.  
 Sweet Home, Capt. John Moores.  
 Experiment, Capt. W. Davis, sr.  
 Tyro, Capt. Thom's Pike, jr.  
 John, Capt. John Penny.  
 Sally, Capt. James Forward.  
 Ethipolan, Capt. John Parson.  
 Shannon, Capt. Francis Pike.  
 Cornella, Capt. Thomas Robbins  
 Wanderer, Capt. Chas. Davis.  
 Hunter, Capt. George Davis.  
 Eliza, Capt. C. Noel.  
 Ranger, Capt. John Kennedy.  
 Amella, Capt. John Pelley.  
 Jubilee, Capt. John Perry.  
 Eagle, Capt. Cal. McCarthy.  
 Pandora, Capt. W. Penney.  
 Caroline, Capt. W. Ash.  
 Mary, Capt. Thomas Luther.  
 Active, Capt. William Squires.  
 Nancy, Capt. Robert George.  
 Good Intent, Capt. Nich. Howell.  
 Catherine and Margaret, Capt. C.  
 McCarthy.  
 Hope, Capt. D. Clark.

Rambler, Capt. R. Marshall.  
 Venus, Capt. H. Parsons.  
 Maria, Capt. W. Beckell.

Conception Bay was a busy  
 place in those old days. Mr. Tolson  
 says about this great Bay:

"On the 1st day of March all is bustle  
 and animation preparing for the  
 sealfishery. Persons are seen coming  
 from all parts of the country,  
 some by land, with their bats, seal-  
 ing guns, and bundles of clothing  
 over their shoulders. Others come  
 in skiffs loaded with clothes' boxes,  
 bags, guns and gaffs. From the first  
 to about the 10th of March, the  
 streets of Harbor Grace, Carbonear,  
 Bay Roberts, and Brigus, are crowd-  
 ed with groups of hardy seal hunt-  
 ers. Some are employed bending  
 sails and fixing the rigging of the  
 vessels, some making oars and pre-  
 paring the sealing punts or skiffs,  
 others collecting stones for ballast,  
 filling the water casks and cleaving  
 wood, while others are employed put-  
 ting on board food, the provisions  
 necessary for the voyage. The shout-  
 ing, whistling and clatter of  
 tongues presents almost a scene of  
 Babel."

The spring of 1838 the following  
 vessels were cleared from the cus-  
 toms at Brigus, and sailed from the  
 following ports:

#### Bay Roberts

William, Capt. Edwin Snow.  
 Newfoundlander, Capt. I. Mercer.  
 Dolphin, Capt. George Davis.  
 Samuel, Capt. William Giles.  
 Ann, Capt. William Davis.  
 Nonparel, Capt. Edwin Russell.  
 Montezuma, Capt. Step. Russell.  
 Margaret, Capt. Henry Cave.  
 Nightingale, Capt. Jas. Delaney.  
 Henrietta, Capt. Ed. Williams.  
 Despatch, Capt. James Goodman.  
 Caroline, Capt. Elijah Mercer.

#### Port de Grave

Active, Capt. Henry Andrews.  
 Elizabeth Ann, Capt. R. Andrews.



Marla, Capt. W. H. Andrews.  
Mary, Capt. Wm. Andrews.  
Good Intent, Capt. John Dawe.  
Glenfalloch, Capt. Isaac Dawe.  
Favorite, Capt. Wm. Richards.  
Isaac and Elizabeth, Capt. John Richards.

Lady Ann, Capt. Wm. Richards.  
Swift, Capt. John Batten.  
Young Harp, Capt. Philip Corbin.  
Ringwood, Capt. Wm. Taylor.  
John and William, Capt. Michael Keefe.

Ranger, Capt. Charles Mugford.

### Brigus

St. John's, Capt. Esau Percy.  
Ann, Capt. Stephen Roberts.  
Jane Elizabeth, Capt. Nathaniel Munden.

Emily, Capt. Richard Walsh.  
Elizabeth and Maria, Capt. Ed. Kennedy.

Water Witch, Capt. Jas. Wilcox.  
True Blue, Capt. Wm. Whelan.  
Alexander, Capt. Caleb Whelan.  
Dolphin, Capt. Henry Whelan.  
John Alexander, Capt. Jos. Bartlett.

Union, Capt. Nathaniel Norman.  
Jane, Jonathan Percy.  
Nymph, Capt. James Norman.  
Jubilee, Capt. John Wilcox.  
Highlander, Capt. Az. Munden.  
Ianthe, Capt. Geo. Brown.

Meg Merrilies, Capt. Danl. Bryan.  
Comet, Capt. Moses Percy.  
Five Brothers, Capt. Wm. Antle.  
George, Capt. William Walker.  
John, Capt. Abraham Bartlett.  
Agenoria, Capt. Thos. Delaney.  
Terra Nova, Capt. Step. Percy.  
Dandy, Capt. Wm. Spracklin.  
William and Robert, Capt. Wm. Munden.

Jane, Capt. John Norman.  
Four Brothers, Capt. Reuben Munden.

Hebe, Capt. William Rabbitts.  
Arabian, Capt. Nathan Percy.  
Hit or Miss, Capt. Thos. Roberts.  
John and Maria, Capt. W. Burke.

Bickly, Capt. Wm. Norman.  
Margaret, Capt. Edmund Sheehan  
Rover, Capt. Thos. Spracklin.

### Cupids.

Dove, Capt. Thomas Snow.  
Victory, Capt. James King.  
Sir Thomas Cochrane, Capt. W. Spracklin.

Venus, Capt. Wm. LeDrew.  
Squirrel, Capt. W. H. LeDrew.  
Nimrod, Capt. Ab. Ledrew.  
Margaret Ellen, Capt. John Norman.

Success, Capt. Jas. LeDrew.  
Nelson, Capt. Wm. Smith.  
Liberty, Capt. Simon Spracklin.  
Isabella, Capt. John Whelan.  
Amphion, Capt. Wm. Wells.  
Justin, Capt. Thos. Peyton.  
Orion, Capt. Henry Sheppard.  
Mary, Capt. George Wells.  
Elizabeth, Capt. John Noseworthy

### Chapel's Cove

Sally, Capt. Ml. Keating.

### Beacon Cove

L'Avengueur, Capt. Geo. Gushue.

### Colliers

Three Brothers, Capt. Pat. Burke.  
Nimrod, Capt. William Cole.  
Tyro, Capt. Charles Saunders.

Number of vessels, 81; men, 2,099; tonnage, 7,105.

William Munden was even more successful in his new venture, the "Four Brothers," than he was before. He sailed her for thirty years, and when he died, about 1850, she came into the hands of his son, Capt. Azariah Munden, who rebuilt her and changed her name to the "Three Sisters," calling her after his three daughters. She continued at the sealfishery for another twenty years. I'm informed that a Harbor Grace captain lost the "Three Sisters" in a terrific gale at Quebec in 1869, on his way to Montreal with a load of herring from the Labrador. She was driven ashore

and the spars were "cut out off her," and she was left to all appearances a wreck. The captain got the surprise of his life on the following summer when he saw her at Harbor Grace with a cargo of flour with a French-Canadian captain in charge. This captain had purchased her and had found her hull as strong as a new vessel, so he put new spars in her and built a cabin on her deck, and he was so proud of her that he put fancy carvings round her stern, covered with gold paint.

So far as I can gather, the spring of 1857 saw the greatest number of men at the icefields, they were close on 15,000 men. That spring 87 sail of vessels cleared out of Brigus. The following were the names of those vessels and their masters:

Isabella, Captain Percy.  
 Sarah, Captain Wells.  
 Prima Donna, Capt. Delaney.  
 Hound, Capt. Whelan.  
 Gleaner, Capt. Wilcox.  
 Lively Lass, Capt. Wilcox.  
 Eunice, Capt. Mercer.  
 Rake, Capt. Joy.  
 Sea, Capt. Joy.  
 Pactollus, Capt. Mercer.  
 Habla, Capt. Russell.  
 Brothers, Capt. Bartlett.  
 Hunter, Capt. Bartlett.  
 Primrose, Capt. Rose.  
 Orator, Capt. Delaney.  
 Alert, Capt. Munden.  
 Three Sisters, Capt. Munden.  
 Atlas, Capt. Munden.  
 Ranger, Capt. Rabbits.  
 Jane Elizabeth, Capt. Norman.  
 Rose, Capt. Norman.  
 Nymph, Capt. Norman.  
 Fannie, Capt. Wilcox.  
 Hound, Capt. Dawe.  
 James Clift, Capt. Delaney.  
 Hunter, Capt. Delaney.  
 Rosebud, Capt. Dawe.  
 Pearl, Capt. Dawe.  
 Charles, Capt. Richards.  
 Vallant, Capt. Richards.

Sealer, Capt. Batten.  
 Frances, Capt. French.  
 Jane White, Capt. Russell.  
 Delmont, Capt. Clark.  
 Lavina Jane, Capt. Clark.  
 Flora, Capt. Wells.  
 Bellow, Capt. Kennedy.  
 Ruscus, Capt. Delaney.  
 Bloomer, Capt. Delaney.  
 Billow, Capt. LeDrew.  
 Huntsman, Capt. Dawe.  
 Express, Capt. Smith.  
 Jane, Capt. Curtis.  
 Hunter, Capt. Rabbits.  
 Antigonish, Capt. Russell.  
 Victor, Capt. Spracklin.  
 Harriett, Capt. Delaney.  
 Eclipse, Capt. Delaney.  
 Example, Capt. Percy.  
 Pearl, Capt. Bartlett.  
 Witch, Capt. Morgan.  
 Kingfisher, Capt. Drake.  
 Ripple, Capt. Smith.  
 True Friends, Capt. Antle.  
 Scottish Chief, Capt. Costello.  
 Andes, Capt. Walsh.  
 Albatross, Capt. Leamen.  
 Eastern Packet, Capt. Sheehan.  
 Mina, Capt. Hedderson.  
 Speed, Capt. Batten.  
 Dirk Hatterick, Capt. Hiscock.  
 F. W. Kellog, Capt. Dooley.  
 Gladiator, Capt. Wilcox.  
 Emerald Isle, Capt. Fury.  
 Sterling Clipper, Capt. Woodford.  
 James Murphy, Capt. French.  
 Mary, Capt. Byrne.  
 Grace Darling, Capt. St. John.  
 Mary, Capt. Bartlett.  
 Centaur, Capt. Clark.  
 Alma, Capt. LeDrew.  
 Phoenix, Capt. Cotter.  
 William, Capt. French.  
 Bandit, Capt. Wilcox.  
 George, Capt. Greenland.  
 Seaflower, Capt. Clarke.  
 Emily Tobin, Capt. James.  
 Intrepid, Capt. Penny.  
 Naomi, Capt. Parsons.  
 Orion, Capt. Dawe.  
 Meteor Flag, Capt. Moore.  
 Amazon, Capt. Clarke.

Francis Patrick, Capt. Taylor.  
 Ellen, Capt. Strapp.  
 Brilliant Star, Capt. Smith.  
 Selina, Capt. Bartlett.  
 Number of vessels, 87; number  
 of men, 3,500.

I find from a reliable source  
 that the number of seals "cut up"  
 in Newfoundland for the spring of  
 1857, was as follows:

St. John's.....	379,533
Conception Bay.....	105,000
Trinity Bay.....	26,200
Bonavista.....	7,000
Fogo and Twillingate..	9,000
Other ports.....	4,000

Total.....	530,773
The number for 1858:—	
St. John's.....	331,666
Conception Bay.....	36,000
Trinity Bay.....	12,000
Bonavista.....	9,000
Twillingate and Fogo..	6,500
Other ports.....	3,000

Total.....	398,116
The number for 1859:	
St. John's.....	277,303
Conception Bay.....	90,000
Trinity Bay.....	5,000
Bonavista.....	6,000
Twillingate and Fogo..	6,000
Other ports.....	3,000

Total.....396,303

Now 'tis interesting to know the  
 number, or nearly so, of men who  
 trod the frozen pans the spring of  
 1857. From the old newspapers I  
 have compiled the following, which  
 is as near as I possible can go to  
 the number:

	Vessels	Men
St. Johns.....	81	3,319
Brigus .. .. .	87	3,500
Hr. Grace .. ..	57	2,362
Carbonear .. ..	38	1,497
Greenspond... ..	30	984
Trinity, South ..	28	1,996
Catalina .. .. .	22	743

Trinity .. . . .	20	861
Hr. Main .. . . .	7	293
	—	—
	370	14,455

There were a number of ships  
 from other parts of the Island,  
 which would make the total close  
 on 15,000 men at the sealfishery the  
 spring of 1857. In the Daily News  
 of March 29th, 1909, may be found  
 the following very interesting fig-  
 ures published by James L. Noonan,  
 Esq. This statement shows the  
 number of seals collected from the  
 following parts of the Island for  
 1831-2:

	1831	1832
St. John's .. . . .	216,377	312,602
Carbonear .. . . .	117,559	131,636
Hr. Grace .. . . .	71,200	102,941
Brigus .. . . .	99,896	82,920
Greenspond .. . .	12,702	27,000
Trinity. . . . .	18,071	25,860
Twilling & Fogo..	13,000	25,000
Bay Roberts .. . .	17,000	13,914
Port de Grave ...	4,000	14,000
Bonavista atnd		
King's Cove ...	2,050	7,000
Placentia .. . . .	1,650	3,400

Total .. . . .433,495 743,735

Harbor Grace took a foremost  
 place in the days gone by in sending  
 vessels to the sealfishery. Hr.  
 Grace was the home of my great-  
 grandfather, my grandfather and  
 my father, all of whom took their  
 place on the ice floes, in helping to  
 upbuild the country, sealing and  
 catching codfish as well. I am descend  
 ed on my father's side from the  
 great Pike family of Carbonear, my  
 grandmother's name was Caroline  
 Pike, before her marriage to my  
 grandfather, Michael Murphy. The  
 Pike family are one of the oldest  
 in Newfoundland, and were always  
 foremost in the trade of the country  
 and took an advanced place in ma-  
 rine circles I will give the numbe  
 of vessels out of Harbor Grace in  
 1845, and by whom supplied:

Ridley, Harrison & Co . . . . .	22
Punton & Munn . . . . .	21
Thorne, Hoper & Co. . . . .	9
Peter Brown . . . . .	4
Daniel Green . . . . .	1
William Parsons . . . . .	1
William Gordon . . . . .	1
Patrick Devereux . . . . .	1
Thomas Godden . . . . .	1
Moore and Murphy . . . . .	1
Thomas Power . . . . .	1

—  
Total . . . . . 63

Knowing that my friend, Mr. Shor tis, keeps a close eye on Harbor Grace history of the musty past, I need not further expatiate upon it, so I will refer to Bay Roberts for 1859, and show the names of vessels, captains and employers for that year:

#### Supplied by W. S. Green

Sneezer, Capt. Russel, 128 tons, 48 men.

George, Capt. Greenland, 137 tons, 48 men.

Pactolus, Capt. Mercer, 121 tons, 33 men.

Jane White, Capt. Russell, 118 tons, 36 men.

Habia, Capt. Kelly, 114 tons, 28 men.

#### James Cormack

Roxius, Capt. Joy, 120 tons, 30 men.

Orator, Capt. Delaney, 128 tons, 44 men.

R.S.C., Capt. Delaney, 131 tons, 45 men.

Harriet Harnell, Capt. Delaney, 101 tons, 28 men.

#### J. & W. Bartlett

Louisa, Capt. Bartlett, 159 tons, 60 men.

Brothers, Capt. Bartlett, 136 tons, 50 men.

#### Robert Dawe

Huntsman, Capt. Dawe, 120 tons, 57 men.

#### Elijah Dawe

Rosebud, Capt. Dawe, 99 tons, 49 men.

#### Various Suppliers

Hunter, Capt. Delaney, 136 tons, 40 men.

Antelope, Capt. Delaney, 135 tons, 55 men.

Naomi, Capt. Parsons, 125 tons, 45 men.

Telegraph, Capt. French, 123 tons, 48 men.

Charming Lass, Capt. Woods, 59 tons, 18 men.

Bloomer, Capt. Delaney, 113 tons, 42 men.

Daring, Capt. Russell, 131 tons, 45 men.

Mina, Capt. Hederson, 88 tons, 39 men.

#### Samuel Dawe

Hound, Capt. Hampton, 92 tons, 30 men.

Brisk, Capt. Dawe, 127 tons, 55 men.

#### John Dawe

Orion, Capt. Dawe, 126 tons, 57 men.

#### R. Hennebury

Thrasher, Capt. Hennebury, 141 tons, 57 men.

#### Various Suppliers

Speed, Capt. Batten, 105 tons, 30 men.

Oriental, Capt. Batten, 132 tons, 32 men.

Five of those vessels sailed from Port de Grave and Barened.

Here are the names of some of the vessels from St. John's which brought in some fine trips of seals in 1859. Zambesi, Capt. Terence Halleran, one of the most renowned sealkillers of the old days. The crew of the Zambesi made £40 19s a man, seals fetched 27 shillings per quintal and the rise. She landed 9,142, the average weight of which was 50 1-2 pounds. Her crew numbered sixty-six, all told. Capt. Gossa in the Maggie had 4,000 seals. The Maggie McNeil, Capt. Connors, had 5,200; the Arthur Leary, owned by Capt. Halleran, in charge of Capt. Gallishaw, 5,500. Capt. Silvey in the

Sarah Grace brought in 4,000; the Roxana, Capt. Jackman, had 3,200, the Leader, Capt. Gearin, came with 4,000, and Capt. Duff, whom I often heard correcting the "boys" in the gallery of the Assembly, to keep quiet in the sessions of thirty years ago, arrived with 2,300. Capt. Duff, like the late Capt. Hally, performed the duties of a door-keeper at the Assembly, when they got advanced in years. Captain Staunton, in the Christian, had 3,800. Some of the Bay Roberts, Harbor Grace and Brigus vessels had good trips the same spring. Capt. Whelan in the Hound, of Brigus, had 5,800. The Brisk, of Bay Roberts, had 7,200, and the Gladiator 6,000, the Meteor Flag had 5,000 and the Alma 3,700, the Walrus 4,200, and the Eranthus of St. John's, Capt. Edward White, 3,600. Here are the names of some of Ridley & Sons vessels which had good trips in 1859—Argo, 5,400; Isabella Ridley, 5,400; Greyhound, 3,000; Linda, 2,800; Express, 2,500 Brothers, 2,400; Elizabeth Jane, 4,300; Avalon, 4,100; Glide, 3,500; Jane, 3,200; Eliza, 3,200. The Commissary, to Rutherford Brothers, had 7,000.

In 1844 some of the vessels first in from the ice with good trips were Maid of the Valley, Capt. Thomas Butler, Joe Perez's grandfather, known as the "bulky boy," with 5,500 seals. Capt. Houllhan in the Emily Tobin had 3,200. Capt. Chafe in the Emma 4,500. The United Brothers, Capt. Brien, 4,000, and the William, of Harbor Grace, Capt. Gordon, with 2,500. Capt. Hally in the William Horatio, 4,500; Capt. Roche in the Margaret Jane, 3,000; Capt. Walsh in the Peru, 3,000; Elizabeth, Capt. Ryan, 3,500; Jane Elizabeth, Capt. Munden, 5,500; Gleaner, Capt. Wilcox, 4,500; and the United Brothers, Capt. Bartlett, 3,500. I am not un-mindful of the brave Trinity Bay

and Bonavista Bay men. The men of these Bays were second to none all over the island. A few of them I have at hand with the names of the vessels. From Trinity sailed the Dart, Capt. Morris; Arthur, Capt. Crocker, Seliah Hutton, Capt. Andrews, Times, Capt. Coleman; Catherine, Capt. Christian; St. John's Lass, Capt. Eagan, and many others. From Catalina sailed the Victory, Capt. Benjamin Snelgrove, who died last winter at a ripe old age. Capt. Snelgrove was the father of the Snelgrove Brothers, now doing business at Catalina, and also the father of Albert Snelgrove, Esq., book keeper at the Department of Public Works. Capt. Snelgrove was a successful sealing captain, and commanded some fine vessels in his day, amongst them being the well known Kittle Clyde. There was the Avon, Capt. Murphy, father of Hon. John J. Murphy, who afterwards commanded with such success, steamers out of Harbor Grace. He was called "Murphy the seakiller," and his crew made the biggest bill which was ever made in a sealing steamer. Amity, Walsh; Hope, Diamond; Reform, Misslin; Trial, Pomeroy; Placid, Norman; and the Elizabeth, Manuel, with some other well known vessels and captains. Greenspond sent sturdy men in command of her fleet over 70 years ago. The ships were named Hope, Fleet, Young Shaver, Elsie, Cousins, St. John's Packet, North Star, Indian Queen, Annie, Britannia, St. Patrick, Sally, Sisters, Angler, Native Lass, Active, Triumph, Rover, Mary Jane, Gleaner, Lark, Swift, Echo and Brothers. The masters were Batt, House, Morry, Burden, Winter, Simon, Wicks, French, Green, Winsor, Kean, Carter, Tiller, Dalton, Pond, Bryan, Blackmore, Kelly, Blackwood, Hann, Manuel, Blandford and others. Mr. Tocque, writing on Trinity Bay, tells us the number of ships and men

which sailed from that prosperous place in 1834-44-47-48-49 and 53, 19 ships, containing 418 men, for the first named year; for the second, 35 ships, 1,013 men; for the third, 69 ships, 2,101 men; for the fourth, 65 ships, 1,922 men; for the fifth, 25 ships, 1,149 men; and for 1853, 25 ships, the number of men not stated. The rev. gentleman further says:

"That some of the vessels were sent from St. John's, Catalina and Hant's Hr., in the fall, to be fitted out for the seal fishery, the above also include six schooners belonging to Bonavista, which sailed from Catalina. At Trinity the practice for a number of years had been to claim for the owners of the sailing vessels a man's share beyond the number of vessels engaged in the voyage. In 1836, however, the hardy seal hunters determined to submit to this iniquitous practice no longer. They held a public meeting and 'threw the dead man over board'."

The rev. gentleman, speaking of Bonavista, says:—"In the month of March the field ice passes along the northern and eastern shores of Newfoundland, and sometimes for weeks nothing is to be seen but the glittering surface of the icy ocean. This floating ice brings with it immense numbers of seals; hundreds of seals are taken at Bonavista in seal nets. The late Mr. Saint usually obtained from one hundred to three hundred during the winter and spring. In 1843 the number of seals taken at Bonavista by persons who went on the ice from the shore, was estimated at 20,000, and it was calculated that 40,000 were taken to the shore throughout the Bay, and in 1862, it is said that 150,000 seals were taken from the shore on the ice in this Bay and the Bay of Notre Dame. Some years ago the ice was packed and jammed so tight in

Bonavista Bay for several weeks that the seals on it could find no opening to go down, when numbers of them crawled upon an island and some people happening to land upon the island, discovered them."

Speaking of Greenspond Mr. Tocque says:—"In 1834 Greenspond sent 12 vessels to the seal fishery. In 1847 there were 13 vessels employed, and in 1849, including a few vessels from the other northern harbors, there were 27 vessels employed, of an aggregate tonnage of 1,850, carrying 752 men. Parts of Twillingate, Fogo and Tilton Hr., also sent vessels to prosecute the seal fishery in the days gone by, and numerous seals were hauled on shore at those places, as well be noticed further in my notes. In those days when a sealer was entering port, guns were "fired" to let the people know of her arrival. A verse written by "Power the poet," in relation to the arrival of the vessels is as follows:

"Whist, there's the guns,  
Be off for buns,  
Now, Kitty, don't be long,  
Get a quarter of 'tay,"  
The best "Bohay,"  
Your father likes it strong."

Before leaving for the ice the sealers would often engage in a haul of wood for the respective churches, Catholic and Protestant. I notice that in 1858, Mar. 1, an enormous load of wood was hauled for the Convent. It was built by the late Michael Kearney, the noted shipbuilder on Water Street, between Messrs. Parsons and Stewart's, and 'twas called the Great Eastern. The old folks used the word built when speaking of a big slide load of wood.

There's a good story told me on an experience which the late Rev. Father Paré had in 1858. He was writing to the people of Greenspond

so polished or refined as we say we are to-day, but nevertheless their heart was in the right place. Father Forristal was riding on horseback one Sunday to Torbay, and when near Wheeler's he observed a funeral approaching with a coffin borne on the shoulders of four men—as was the custom. When they saw the priest coming the procession stopped, and as he rode up, he asked: "What have you there?" Before the coffin bearers had time to answer, a woman sat up in the coffin and said: "It is me, Father Forristal, come here and shake hands with me, I may never see you again." Though not easily frightened, the haggard appearance of "the corpse," and the surprise, gave him such a shock, that he nearly tumbled off the horse, and felt more like putting spurs to the animal than accepting the invitation. A man who was carrying the lid of the coffin, coming up, explained matters to him: 'It's the woman, your reverence, that the doctor gave up, that you prepared for death yesterday. Said the priest, "what's the idea of carrying her in a coffin." 'Oh, your reverence, she belongs to Torbay, and we're fetching her home.' "Couldn't you wait till she died?" "No, your reverence, the caplin school is in, and we couldn't come for her next week, and so we got a coffin and fixed her in, and she's getting along comfortably, and in a day or so, when she's dead we'll bury her decently."

Michael Kearney built many fine ships in his day for the seal fishery one of the prettiest was launched by him the spring of 1842 for the firm of Daniel Fowler. Kearney built this ship in his shipyard on the south side of the harbor of St. John's. She was built of the very best material which was then in use. She was christened by Mrs. Fowler, the wife of the owner, who named her Mary

Hounsell. The band of the Royal Veteran Companies played appropriate tunes on the occasion, those on her deck cheered, while those on shore also made the welkin ring. The Mary Hounsell was 229 tons burthen. Governor Harvey not being able to attend owing to the state of the weather, sent the following note to the builder and owner:

Government House,

Feb. 26, 1842.

Gentlemen,—Having been prevented by circumstances of weather from being present at the launching of the brig Mary Hounsell, I wish to offer you in this way my congratulations, upon an event so interesting and important as the construction of a vessel of such beauty and dimensions in this harbor. It has been observed with equal truth and beauty, that he who causes two ears of grain to grow where one grew before, must be regarded as a benefactor to his country. Let us extend this proposition and we must acknowledge the just title of public gratitude acquired by those who through their spirit, enterprise and ingenuity, open to their fellow subjects a new branch of profitable employment, and to the Colony a new source of prosperity. It is an axiom in political economy as applied to trade, that the demand creates the supply, and it requires no sagacity to predict that if this port can continue to construct such vessels, as that which has this day been completed, a valuable resource of manufacture may from this day date its origin, for which we are mainly indebted to the enterprise of Mr. Daniel Fowler, and the ingenuity of Mr. Michael Kearney, to both of whom I beg to express my acknowledgments, as the representatives of a gracious sovereign, whose heart is warmly interested in all that relates to the prosperity and happiness of

her subjects.

I am, gentlemen,

Your obedient servant,

JOHN HARVEY.

To the owner, agent, and builder of  
the brig Mary Hounsell.

The well known "Thomas Ridley"

was built ten years later at Carbon-ear by Kearney, for the grandfather of the Speaker of the House of Assembly, Hon. J. R. Goodison. I think that the last ship which Kearney was engaged in constructing was a ship called the Shamrock for the Hon. John Rorke. In February, 1852, Kearney launched the Thomas Ridley from Rorke's dockyard. Kearney gave the signal for removing the trips, and the Thomas Ridley took the water "like a thing of life." Edward Earl Brown, Esq., H.M.C., christened the vessel. The Carbon-ear band was in attendance and played some spirited airs. Up to that time the newspapers stated that she was the largest sealer in the Island. She was 106 feet long, 24 feet 6 inches in breadth, 12 feet 6 inches deep, 260 tons old measurement, and 170 tons new measurement. When the Thomas Ridley was launched Kearney addressed the multitude who witnessed the sight. He said: "I compliment the owner of the brig Thomas Ridley on the enterprise and the spirit which have marked his career as a supplying merchant, and he hoped that he would live long to perfect the plans which he had mapped out for himself with so much wisdom. I appeal to the hardy fishermen of Conception Bay whether on a tempestuous night and amidst rolling icebergs, they would not feel as comfortable on board a Newfoundland vessel as they would on board a vessel from the neighboring provinces."

Kearney said that he was at the ice with Capt. William Munden, of Brigus, in 1833, and that they

struck the seals on the 10th of March, but that they were not worth taking. He further said that Capt. John Barron, the famous seal killer of St. John's, made it a rule not to leave port before the 10th of March. The spring that Kearney launched the Mary Hounsell, the father of the late Archbishop Howley, Richard Howley, Esq., had a vessel launched at New Perlican. She was called the Corsair, and from what I can read was a beauty. She was built by Mr. George Pittman, son of Mr. Walter Pittman, who was at one time agent for Garland's estate. The Corsair measured 84 feet length of keel, and 93 feet length of deck, with of beam 23 feet 5 inches, and depth 13 feet 5 inches. She was 205 tons old measurement, and 162 tons new measurement. Her top sides were of juniper, she was floored with witch hazel, and it was said that her equals was never built in the Colony. She was begun on November, 1841, and completed, copper fastened and launched, in July, 1842.

In the beginning of my article I omitted when making mention of the "strikes," to say that the last sealer's strike was held in March, 1902, and on that memorable occasion, A. B. Morine, K.C., ably contested for the rights of the sealers. The strike started on March 8th and ended on the 12th, and the sealers received the request they had sought, due to the energy and ability of A. B. Morine. A song went the rounds of St. John's on the strike, two verses of which were as follows:

"They halted just before the bank

When all hands fell in line;

They went inside to state their case

Before A. B. Morine.

He got the terms to suit the men

And from the van did call:

That he received three fifty

And free berths for one and all."



At the time Mr. Morine had an office in the Bank of Montreal building. The last verse reads:

"A ringing cheer the sealers gave,  
With hearts both light and gay;  
And three more cheers they gave  
Morine,

The man who won the day.  
With happy hearts they fetched  
their bags,

As lightly they did trip;  
With box and bags and baking pans  
To go on board their ship."

In the years of the sailing vessels, Port aux Basques and La Poile sent many vessels in search of seals in the Gulf. Fifty-eight years ago Port-aux-Basques sent the following vessels to the ice: :

John Williams, Capt. Osborne.

J. Bell, Capt. Bragg.

Brothers, Capt. Gaulton.

Golden Era, Capt. Quinn.

Alice, Capt. Evans.

R. Wilkie, Capt. Simms.

Charles Henry, Capt. Pike.

Ostrich, Capt. Dicks.

Maud, Capt. Langton.

Vallant, Capt. Troke.

Morning Light, Capt. Rose.

Rosanna, Capt. Hooper.

Thetis, Capt. Poole.

Royal Albert, Capt. Kippen.

William Henry, Capt. Kippen.

Black Griffin, Capt. Cox.

Flying Cloud, Capt. Collins.

The late Smyth McKay, founder of the Green Bay copper mines, stated in the Assembly that he was proud to say that in 1853 he was master of the Clara with a crew of 58 men, as fine as ever trod the deck of a seal hunter. Rev. Mr. Brewster, Methodist clergyman, and a clever writer to the press, stated in 1849 "that the sealfishery had ruined many, to-day it makes you rich, to-morrow it will beggar you. The expense of the outfit and the dangers of the ice are big weights in

the opposite scale, and often is it 'found wanting'."

Many of the old planters used to salt seal in barrels and use it for "meat" during the summer season. Mr. William Pittman, of New Perlican, used seal, covered with herb sauce, he was very fond of seal, or "flippers," and we pray that the coming voyage may be prosperous, and that our wishes may be gratified for a "good square feed of flippers." I will make mention of an incident, but one of the many of its kind, which took place in the olden days, which go to show the pluck and daring of our forebears. The spring of 1842, as far as the eye could see from the headlands of St. John's, ice was everywhere around. The Briton, Capt. Hearn, drove past the Narrows about the last week in March. The Briton was owned by "Native" Walsh, of whom I have written in the beginning of my notes. The Briton, with other vessels, got jammed in the ice two miles from the land. The clergymen of the Catholic church were informed of the Briton's perilous position. After Mass on Sunday the Rev. Father Walsh appealed to the men of the congregation in relation to the position of the vessel, and called for volunteers. A large number of them volunteered to go to the Briton's assistance. They travelled on the ice to the vessel, took the seals out of her, and turned her "bottom up" and "stopped the leaks," after which they placed the a gale and snow squalls raged, and the crew, with the exception of the captain, his son and one man left the ship for the shore. Captain Hearn, his son and the man held bravely to the ship, and the next day a schooner, owned by Daniel Green, Esq, of Harbor Grace, came to their assistance, rescued them and saved the seals, which were valued at £2,000.

Four years before the introduction of steam, the following were the ships, captains, and suppliers sailing from St. John's:

**Brooking & Sons**

Packet, Capt. Rockwood; Hope, Capt. Rockwood; Peerless, Capt. Andrews.

**W. & H. Thomas**

Dash, Capt. Rockwood; Anne Thomas, Capt. Hopkins; Native, Capt. Norman; Henry Thomas, Capt. Houlihan; Caledonia, Capt. Houlihan; Trimmer, Capt. Taylor; Kate, Capt. Quinlan; Gazelle, Capt. Scott.

**Baine Johnston & Co.**

Huntress, Capt. Pike; Emerald Isle, Capt. Fury; Maggie McNeill, Capt. Connors; Balaklava, Capt. Keefe; Maggie, Capt. Goss; Falcon, Capt. Hennebury.

**Stephen March**

Corsair, Capt. March; Bannerman, Capt. Burt.

**Stabb, Rowe & Holmwood**

Scottish Chief, Capt. Wade; Sarah Grace, Capt. Silvey; Arthur Leary, Capt. Gallishaw; Pursuit, Capt. Knight; Leader, Capt. Gearin.

**L. O'Brien & Co.**

Hollyhock, Capt. Burke; Herald, Capt. French; Iris, Capt. Power; St. Patrick, Capt. Power.

**Ridley & Sons.**

Ellen, Capt. Strapp.

**Job Bros. & Co.**

Sophia, Capt. Brine; Margaret, Capt. Cummins; Evanthus, Capt. White; Sarah, Capt. Weir.

**G. F. Bown**

Zambesi, Capt. Halleran.

**J. Kavanagh**

Christian, Capt. Staunton; Dolphin, Capt. Malone; Rosalie, Capt. Sheehan.

**P. Rogerson & Son**

Elizabeth, Capt. Graham; Jessie, Capt. Percy; J. & C. Jost, Capt. Percy; Glenara, Capt. Armstrong; Dove, Capt. Chafe; Corfemeller, Capt. Currie; Christian, Capt. Butt.

**Bowring Brothers**

G. M. Johnson, Capt. Lynch; Roxanna, Capt. Jackman; James Henry, Capt. Brien; Margaret, Capt. Childley; Fanny Bloomer, Capt. Flynn; Elizabeth, Capt. Silvey; William Stairs, Capt. Walsh; Charlotte, Capt. Aylward.

**J. & W. Stewart**

Volant, Capt. Pike; Dumbarton, Capt. Connors.

**Cliff, Wood & Co.**

Nald, Capt. Jackman; Dash, Capt. Jackman.

**C. F. Bennett**

Thomas Wright, Capt. Joy.

**A. Goodridge**

May, Capt. Kean.

**Mudge & Co.**

Gazelle, Capt. Kennedy.

**W. Hounsell & Co.**

Juna, Capt. Prior; Skipworth, Capt. Ryan; Albatross, Capt. French; Guitar, Capt. Duff; Eleanor J. Davids, Capt. McLaughlan; Wyoming, Capt. Kelly; Swift, Capt. Woodford.

**McBride & Kerr**

Triumph, Capt. Feehan; Sonora, Capt. Glendon; Rose, Capt. Scanlan; Falcon, Capt. Pippy; Sterling Clipper, Capt. Woodford.

**L. LeMessurier**

Witch of the Wave, Capt. English.

**Osborne & Henderson**

Frances, Capt. Power; Eliza, Capt. Nurse.

**J. B. Barnese & Co.**

Fleet, Capt. Hartery.

**Hunters & Co.**

St. Filian, Capt. Davis.

**R. Alsop & Co.**

Dove, Capt. Mealy; Seamew, Capt. Hinds; Jane, Capt. Goss; Isabella, Capt. Ryan; Friends, Capt. Noseworthy.

**K. McLea & Sons**

Nightingale, Capt. Mallowner; Chedabucto, Capt. Cole.

**P. M. Barron & Co.**

Prince Edward, Capt. Callahan; James Henry, Capt. Brine; Colt,

Capt. Downs; Swift, Capt. Coady.

Goodridge & Kelligrew.

Maggie, Capt. Jackman; Keindeer  
Capt. McCarthy; Lioness, Capt  
Power.

**R. O'Dwyer**

Virgin Lass, Capt. Colbert.

**Ewen Stabb**

Three Sisters, Capt. Keefe; Fav  
ourite Lass, Capt. Chafe; Ann, Capt  
Morry.

**P. & L. Tessier**

Mary Bell, Capt. Mealey; Helen  
Stairs, Capt. Brine.

Total, 99 vessels; 4,542 men

Tricks were often played at the ice in the days of old. Capt. Parsons in the year 1843, on arriving at Harbor Grace, reported that on Good Friday, Bacalieu, bearing west by north by the compass, distant between 30 and 40 miles, with a wind blowing a stiff breeze W.S.W., sky clear, with a full moon, he observed with the crew a large ball of fire slowly issuing from behind a cloud, four times larger than the moon, produce almost for a minute a light almost as bright as day, it made towards the sea, and having reached the surface, dashed into a thousand luminous fragments, leaving the ship in darkness; another ball of fire came the same way and lasted about the same time." The newspaper in which the story told by Captain Parsons was published, said that "the large ball of fire which slowly issued from the sky, was nothing more than the image of the moon proceeding from a cloud of reflection." Now, the true story of the affair was this, a St. John's vessel was some miles distant on Good Friday and her crew "fired off" some rockets for a joke, believing that some vessels would see them and take the incident for something else, which the Harbor Grace man certainly did. This was made known by the St. John's crew

after they arrived from the ice.

I recorded a deed of daring done by Capt. Hearn of the Briton. Now I will dilate on a deed of daring performed by Captain Stephen March eight years previous, this would be in the year 1834. Capt. March commanded the Margaret and Ellen, 26 men all told, and sailed from St. John's on the 13th of March. When about 150 miles from land she was driven into ice and slob the wind changed and the vessel got clear, the crew noticed that she was making water, and Capt. March ordered the vessel to be again put back into the ice. The pumps were kept going, but it was found difficult to keep the vessel clear of water. Ten minutes before sundown a vessel came to his aid, but left again during the night.. The next morning he was alone, but he bravely stuck to his ship with the crew, who worked like "niggers." In the afternoon a vessel came and her crew helped him. He saved his vessel and the seals on board by his pluck, and when he arrived at St. John's the Society of Undeerwriters presented him with a watch valued at £10. I tell you, dear reader, that those "old timers" had the right kind of grit in them. They are men that we, as Newfoundlanders, should feel proud of. There is a story told by Capt. Nath. Munden, of Brigus, that on occasion he brought home from the ice 6,666 seals. This was in 1826 in the brig Jane. It was a record trip; the Jane was 126 tons. Thee crew got their guns and called on Capt. Munden for an oration, they said "that no one could ever beat that trip." Capt Munden said: "There are babies that are yet unborn that will beat it," and the captain was correct. Vessels since then brought in nearly double that number.

Many losses happened at the ice fields, and many brave deeds are

recounted. The spring of 1837 was a stormy one, and a very pathetic incident is related in relation to the loss of a boat laden with sealers. A vessel called the Harriet, rebuilt by Mr. Soper of Harbor Grace, in command of Capt. William Parsons struck some sunken rocks near Grate's Cove. Six of her crew jumped into one of the Harriet's boats, intending to row to Grate's Cove. They had gone about twenty yards from the side of the vessel when the boat was struck by a tremendous sea, which immediately engulfed her and the six unfortunate men were drowned. Their names were Stephen Tucker, married, five children; Patrick Moore, married, two children; James Houghton, unmarried, native of Plymouth, England; Patrick Murphy, married, nine children; and Henry Moore, unmarried, a native of Blackhead. The same spring the Kate, of Harbor Grace, was lost near Cape Freels, but all her crew were saved. She had 1,700 seals on board at the time of her loss.

The spring of 1838 was a very cold and trying spring, and a large quantity of ice packed the coast which remained tight against the land until a late date. A number of vessels belonging to St. John's were ice bound at White Bay. The Association of Underwriters sent a vessel to their relief. She was laden with provisions and clothing, of which they were badly in need. A newspaper writing of the occasion, said: "The Association of Underwriters in this town have humanely despatched a vessel, well manned, and having on board a suitable stock of provisions, to look after and extend aid to a number of sealing vessels which are understood to be blocked up in the ice to the northward, in the neighborhood of White Bay. The schooner Nimrod, for this expedition, sailed on Sunday evening last.

She was towed out of the harbor by several boats against a head wind, and immediately afterwards took a very favorable breeze. She has, we hope, by this time, fallen in with the distressed shipping."

That same spring Daniel Ward, of Moreton's Harbor, left in a punt for Fogo, and spent six long weary days and nights on the bounding ocean, having been driven to sea by the heavy gales. He was passed by a schooner, which failed to take any notice of him. He finally arrived at Gooseberry Islands, B.B., where he boarded a craft owned by John Binley Garland, the crew of which kindly looked to his requirements and gave him spruce beer, puddin' and pork, a favorite dish in these old days. Ward was from Dorchester, England, but had been dwelling a number of years at Green Bay. Ten years before this incident Ward's brother, with a number of other men, were driven off from the land on a pan of ice while searching for seals, and after twelve long weary days and nights they were driven to land near Fogo, about a half mile from the spot where they had left to search for seals.

Twenty-one men were lost from the schr. Margaret of Harbor Grace the spring of 1847. It was a very boisterous spring. A number of women who were out in search of seals were lost off Catalina and Ragged Island the spring of 1867. The same spring the seals were in great numbers around Trinity and Bonavista Bays, the body of one of the women who had perished, was found by two men in quest of seals. When found, the unfortunate woman was lying on the ice face downwards, while lying across her body was a noble Newfoundland dog. The men tried to coax the animal away, but he would not leave the side of the dead woman, and when one of them made a kick at the dog he received a bite in

the leg. The men had to use a sealing gaff to beat off the dog. The following spring a number of casualties happened in relation to the seal fishery and otherwise. Three men, proceeding by boat from Fogo to Twillingate, were driven away from land and lost. John Young, of Twillingate was out all night on the ice with his two sons, both of whom perished. The father landed on some slob ice and made for Change Islands, which place he reached in safety. A poor man named Budgreen with his wife and family, left in a small boat for Tilt Cove to seek employment and food, and upon the following day they were found by a man named Rowsell frozen to death. Four of the children were locked in each other's arms, while the mother was found with her baby clasped to her breast in a motherly embrace.

In 1858 the brig *Emily*, of Harbor Grace, was in command of Capt. John Power, and five of her crew were drowned. They left her to search for seals on April 14th, coming on towards evening a storm arose and the ice opened. The rest of the crew got aboard in safety, but the following poor fellows were lost—Charles Butt, John Callahan, Henry Heath, Maurice Fleming and Richard Dobbins.

I omitted when describing the love of the dumb animal, which stood watch over the dead body of the unfortunate woman lost searching for seals off Catalina, to say a word of praise for the noble Newfoundland dog. The dog of this country is world famed, and though many brave deeds have been performed by animals of all kinds, but more especially of the canine species yet the dog of Terra Nova comes first for heroism. When King Edward was in this country as Prince of Wales in 1860, a noble dog was presented His Royal Highness which was named Cabot by the Prince. A

boy on the other side was entrusted to look after Cabot, and so fond of the boy did the dog get, that when they arrived at Plymouth the Prince gave the boy £15 and a suit of clothes to look after the animal. It was impossible to get the dog clear of the boy. In the *London Times* for 1862 was the following on the Newfoundland dog: "We may perhaps be allowed to draw attention to a somewhat interesting object among the specimens of English sculpture. It may be remembered that the Prince of Wales during his recent visit to Newfoundland was presented with one of the noble dogs for which the island is famous. Of this fine fellow Cabot, as he is called, a cast was taken by Mr. Milnes."

The spring of 1834 the *Mary*, Captain Bransfield, arrived at Carbonear with no seals. During a heavy snowstorm which sprang up about the middle of March while her crew were hunting seals, twenty-four of them were lost, including the captain's son, a youth of 14 years old. Captain Bransfield had to get the assistance of some men from other sealing vessels to help him to bring his ship back to port. A sad calamity happened the spring of 1857. The schooner *John and Maria*, Capt. J. Carew, was lost near Brigus on her way home from St. John's to Cape Broyle. She had twenty-six men on board, and they were lost but two. The following is a copy of the message sent to St. John's by Captain Carew:—"Sir,—It is my painful duty to relate to you the loss of the schooner *John and Maria*, between the hours of eleven and twelve o'clock Monday night. We made Brigus, it was very thick and heavy with snow, and sea, and in wearing her around they unhooked the throat halyards of the mainsail. I let go both anchors, but before they grounded she struck on a sunken

rock, and in a few minutes she filled and went down, and melancholy to relate, all the crew were lost but one boy and myself."

Before mentioning more losses of life at the icefields, let me remark on some of the springs made historical through other causes. In the Chronicle of 1909 I notice the following very interesting news on the sealfishery. It states that the spring of 1832 was called the "spring of the cats," on account of such a large number of immature seals brought in that spring. The outfit from St Johns was 152 vessels and 3 294 men. The spring of 1843 was called the Bonavista Bay spring and another "cat year," most of the seals caught this spring was at Bonavista Bay, 'tis said some seals came ashore on the land. The spring of 1844 was called the spring of the growlers, heavy pans of sunken ice or small icebergs, which damaged many a fine vessel that spring. The spring of 1846, called the "spring of the great fire;" the spring of 1852 was called "the spring of the Wadhams," there were many vessels lost; the following spring was called "White Bay spring;" the spring of 1857 was called the "frosty spring;" the spring of 1862 was called the first Green Bay spring, thousands of seals were killed by the landmen at Fogo and Twillingate and other places, there were many vessels lost also; the spring of 1864, famous for seals being hauled on shore by landmen and also for the loss of many vessels. Then there was "the spring of the three suns," this would be in the early forties, and "the spring of the big snow" or "the red jacket spring," called so because the women down north wore red jackets while out on the ice, a description of which I will give as I continue my notes. The spring of 1841 seals were very plentiful around the coast, it is on record that the Methodist clergy

man then stationed at Grate's Cove killed and sculpted nine seals "for his hand." The spring of 1846 a number of vessels were lost. It was very late when they got clear of the coast owing to the prevalence of ice on the land. The brig Water Lily, Capt. Hopkins, was lost and her crew brought into Bay Bulls by the brig, Corfe Mullen, Capt. Vatcher. The Rebecca, of King's Cove, was lost, the Louisa, the W. J. Black and the Sir John Harvey, belonging to St. John's, were lost the same spring. The Caribnear vessel lost were the Fair Cambrian, Samuel and Rival. The Harbor Grace vessels lost were the Hibernia, Gypsy and Good Intent. The same spring many seals came to the land, William Vinnicombe, pilot of St. John's, and Jas. Cantwell, pilot, of this port also, went out to the William Warren, James Carroll master. This vessel lay a few miles off the "northern head," they boarded the William Warren and informed the captain, that seals were numerous about three quarters of a mile from the vessel. Capt. Carroll immediately placed his crew on the ice, with orders to divide themselves into two parties, one party to go ahead killing, and the other to go on behind. They found the seals very numerous, and on the arrival of the pilots to town they were complimented on their courage for going on board the vessel and informing Capt. Carroll where the seals were to be found. The William Warren was named after William Warren, Esq., who was then a prominent merchant at St. John's, and who was the grandfather of W. C. Pearce, Esq., first clerk of the Department of Public Works. Mr. Warren was the father of Mr. Pearce's mother, who is still alive and in good health.

The spring of 1883 an American doctor was out at the ice in the Proteus and he made a big col-

section of seal skulls and other collections belonging to the seal for American Museums. The spring of Green Bay, I mean the second Green Bay spring, which was in 1864, over twenty vessels were lost. Green Bay was packed with ice, a heavy gale of northeast wind sprang up on Good Friday, which drove the ice and vessels up in Green Bay where some of them remained until June; their seals "ran into oil." My father was out that spring in a vessel belonging to Hr. Grace and it was well up towards the middle of June before the vessel got back to port. The first sealers the same spring to get clear of St. John's were Capt. Terence Halleran, Capt. Pierce Mallowny and Capt. John Aide, "Stysall Jack." The first arrival was the Tangler, Capt. Wilcox with 1300 seals. "The Spring of Green Bay," 1862—18 vessels taking 2130 men, sailed from St. John's. There were two steamers prosecuting the fishery, belonging to Dundee, the Polyna and the Camperdown. The 11th day of March that on which the St. John's fleet sailed, saw the ice packed tight to the land. The Hr. Grace fleet didn't get clear until the 26th., owing to a big body of ice filling up Conception Bay. The Carbonear fleet got clear the day previous, when the Bay Roberts, Port de Grave and Cupids vessels got clear shortly afterwards. Capt. Terence Halleran led the van of the St. John's vessels, followed by Varch's "Corsair." The sealing steamer Palyna got into Bay Bulls on April 18th. and brought in no seals. She brought in the crews of the Roxana and Margaret, both vessels being lost. The Roxana was owned by Bowring Bros. and was in command of Capt. Jackman. The Margaret, owned by Job Bros & Co., in command of Capt. Cummins. The following letter is very interesting and was written on board the Evanthus, af'wards Hon. E. White after the Hon. Edward White, it details the condition of the ice and

wind at Green Bay in the Spring of 1862.

At Sea, 3rd April

Messrs. Job Bros. & Co.

"I regret that I cannot write you so encouraging as I would wish. After leaving St. John's on the 12th I succeeded, in getting out through all the ice and kept beating to windward until the seventeenth evening after I left. When I was three miles north of Partridge Point in White Bay. I then took the ice with a heavy breeze of wind from the N. N. E. to E. N. E. and a tremendous sea running. The ice was so heavy that one fully expected to lose the vessel during the night, no vessel in sight then for two days but we got through the night both our ships leaking and one of our pumps has been going ever since. As for seals I have 430 old hoods and 460 young hoods. I have only two harps. I have heard of no vessel getting young harps. Some few vessels have fair trips of young hoods say from 1200 to 1500. As to losses I am afraid the number will be fearful. I have seen some six or eight go down the last few days, amongst which are the Emily Tobin, the Melrose and the Margaret besides several others I cannot name. While I am writing there is so much sea and the ice is so heavy that I cannot tell the moment the sides of my own vessel will be driven in. I have drifted from the Funks since the 20th ult jammed. We are now off Cape St. Francis and expect to drive to Cape Race before getting clear. I have Capt. Cummins and crew on board since Saturday. Capt. Norman of The Topaz and J. and D Bartlett were taking hoods near on the 27th and 28th. These are the only vessels I know of with seals. The young harps are together in White Bay but the vesse's cannot enter more than a half a mile in the jam of ice and then they subject

themselves to damage and loss from the fearful sea.

Yours truly,

EDWARD WHIT

Here is a list of some of the vessels as they were made public through the newspapers at the time:

James Henry  
Hunter  
Mary Ann  
Eliza  
Rosebud  
Roxanna  
G. M. Johnston  
William Stairs  
Jessie Brown  
Emily Tobin  
Christina  
Jura  
Ellen Margaret  
Caroline  
Melrose  
Prince Edward  
Coquette  
Thomas  
Antelope  
Elizabeth Jane  
Terra Nova  
Linda  
Victoria  
Maud of the Valley  
Princess Royal  
Cadmus  
Mary  
Victoria  
Hope  
Sarah

This spring, as the old folks say, "the women and dogs made forty pounds a man." Joseph Joe, an Indian courier arrived at Placentia on April 23rd, reporting that at Twillingate up to the time he had left five thousand seals had been landed. Two Indians, a man and a woman, arrived at St. John's on April 27th overland from Hal's Bay. They were hired by two or three mercantile men at Twillingate to bring the mails. They brought the full particulars about the seals striking in at Green Bay, and the following letter of interest:

Twillingate, March 31st, 1862

My Dear Sir,—The spring of 1862 has been so remarkably fortunate at Twillingate. I can't help telling you about the seals which made their appearance here about the 12th of March. The first were found about eight miles northeast of Gull Island. I could see and on a lump of ice and see thousands upon thousands of white coats and could hear nothing but their bawling. I took four in tow being so far off. I found it killing work to drag them over the rafted ice. It was in the afternoon and I had a narrow escape from death. A man named George King and his two sons took their tows a short distance further out than myself. I dashed homeward a few minutes before and had not got far when the ice parted between us. I saw the wind hauling eastwardly and I dropped two of my pelts and ran to get up with the crowd who were ahead of me. We all dragged our seals within a mile of Gull Island, but then every man had to drop his load and run for his life. The wind being E.S.E, Gull Island split the ice running up the Bay and opened a space of water about 100 yards. It was now every man for himself. I ran over slob, I know not how, and got on a pan of ice in the lake with 21 men and one woman and several dogs. By paddling with our gaffs we with difficulty gained the ice connected with Long Point, two miles north of Gull Island, and got safely on shore. The people on shore were very anxious for our safety, fearing our being carried off, which we would have been had the wind veered a little more. George King and his sons were not so fortunate as the rest of us. Two days afterwards they were found off Western Head, one son quite dead and King nearly gone. Men, women and children have been out day after



day, seal pelts are seen in every direction—piled thousands here and thousands there. The old people say that in 1824 it was the same.

Look upon it this as Providential provision for the people. Many families have been in very destitute circumstances. In looking around I am reminded of the days I spent at the California gold diggings. Great excitement prevails and this will be something to talk about for the next fifty years to come. Knives are in great demand here, none to be bought in the harbor. One man offered me a pelt worth twelve shillings for the skinning knife I had on Messrs Munn & Duder's premises. People are flying about as busy as blue tail flies in a sugar warehouse. I may say that many seals were taken by the residents of Fogo Island. One crew of thirteen men, who had killed about 200 seals, received in the neighbourhood of £180 to £150 per man. One family of two men and a woman hauled 350 seals worth seventeen shillings and sixpence a ulce; and all this was the result of only one month's work. Ten years previous, what is known as the "spring of the Wadhams" was remarkable for the loss of many vessels. That spring 96 sail of vessels sailed from St. John's. The winter was very severe and the vessels had a hard time getting out of port. It was a very tempestuous spring and upwards of fifty vessels were lost.

In 1874 a sad accident took place. It was caused by the bursting of the boiler of the Tigress, in command of Captain Bartlett. When the accident occurred she was 80 miles off the Funks, jammed in the ice. The Tigress was 213 tons burthen. The Panther towed her clear of the ice and then left her, and came up with her again about two days later. This was the second day of April, the day on which the explosion took

place, which caused the death of two of her crew. She had 2,000 seals on board at the time of the accident. The accident was caused by the water getting low in the boiler. Ten of the crew were natives of Bay Roberts, one was from Harbor Grace, one from Port de Grave, one from Dublin, Ireland, one from Liverpool, England and the remainder were natives of St. John's, and other parts of Conception Bay. The steamer Osprey was lost the same spring. At one time the Osprey used to carry mails and passengers back and forth from Halifax to St. John's. She was owned by S. March & Sons. She was 176 tons burden and had a crew of 115 men. She had 800 seals on board when she met her fate. The spring of 1875 saw the loss of the steamer Hawk, in command of the late Capt. Arthur Jackman. She was lost on her second trip. I will today dilate on the spring of 1872, and the loss of the Huntsman of Bay Roberts. This was a sad circumstance. The Huntsman was in command of Capt. Robert Dawe. She cleared from Bay Roberts and was 120 tons burthen and carried a crew of 62 men. She was lost in the vicinity of Cape Charles on the coast of Labrador. This dreadful calamity happened on Sunday night, April 28th. During the day the Huntsman was in company with Vesta and Lord Clyde. In the evening a heavy north east gale sprung up with rain. The night the Harbor Grace vessels, the Islay, was pitch dark and the crew were kept busy on the lookout for danger. The Huntsman was managed as skillfully as could be under the circumstances, but the wind had freshened to a hurricane and finally she was dashed against the steep rock. Some of the crew jumped over the side of the vessel and were killed or drowned. Over forty of the poor fellows took shelter in the ship's rigging, but sad to relate

the masts went by the board and they fell on the ice and into the water and were drowned, excepting about seventeen who were rescued by the Rescue, a ship commanded by a brother of the Captain of the Huntsman. Only three of the seventeen escaped without injury, the remainder had their arms or legs broken by the fall. Capt. Dawe and his son were drowned. The Ss. Retriever, owned by Ridley & Sons, 287 tons, in command of Capt. Pike was lost the same spring near where the Hun'sman met her fate, her crew were brought into Harbor Grace by the Ss. Mastiff. The following letter from Bay Roberts, written by the Rev. W. E. Shears in relation to the loss of the Huntsman will be worth perusing: The Rev. gentleman said, writing to the coadjutor, Bishop of Newfoundland as follows:

Bay Roberts,

March 9th., 1872.

My Lord,

We are all in the deepest distress, a heavy sorrow has fallen on us. One of our sealing vessels owned and commanded by Robert Dawe, was wrecked off the coast of Labrador on the night of the 28th of April, when the master, Mr. Dawe, and his second son, with forty-one of the crew perished. The survivors, eighteen in number, were brought here by the Rescue, S. Dawe, master, on Saturday morning last, from whom I have learned particulars of the wreck which was truly awful. On the morning of the 28th a very heavy gale sprang up which forced the Huntsman and the Rescue to take the ice. They had not long en'bred when they found it was running with the tide very fast and was likely to take their ships over some very dangerous ground. Still they did not anticipate much danger to life as the land was not far distant and

the ice lay thick between them and the shore. The wind, however, increased and there was a heavy sea and incessant rain set in as the night closed very dark and gloomy. Yet they hoped to clear the shoals, as they lay somewhat outside. They saw no sign of any breeze and they were so close that they dared not leave the vessel. A terrific sea rose close to the bow, and in less than five minutes all was over. The Rescue was close behind, so close that the bowsprit almost overhung the fated ship. The crew saw the huge wave rise, heard the shrieks of the poor fellows, the crash of the timbers and then all was still. The master was seen clinging to the halyards of the mastsail. He swung out on the shroud and came back again on the deck, but the second time the Rescue rolled he swung out again and was seen no more. The five who were saved, escaped by a miracle. None of them can tell how they were saved.

"My poor people have been the greatest sufferers. Twenty, out of twenty-four of this place, belong to the Church, and they were some of the best men I had. The master the who drove your Lordship from here to Harbor Grace last spring) was a noble old man, a sincere, consistent Christian, and his son was one of our most prominent youths. But they were all noble fellows, a picked crew; they were almost all married, too, and have in many cases left destitute families. I append a list of all from this place—Churchmen, Roman Catholics and Wesleyans. Some of our leading men have met and resolved to go to the neighbouring places and solicit means to relieve the poor widows and orphans. I intend on Sunday next to have a collection in Church for them and since I hear that your Lordship intends to be in the Bay the coming Sunday, would it be too much to ask you to come to us in the evening

and preach. I fear I am not equal to the task. Last Sunday I could hardly get through the services. When I looked round the church and saw the vacant places I could scarcely command my feelings. I have visited the poor creatures and done my best to soothe their grief, and at such times one feels how much human sympathy is. I am, my Lord, your most obedient servant,

W. E. SHEARS.

The Rt. Rev. the Coadjutor Bishop of Newfoundland.

The spring of 1871 saw the following list of men and vessels at the ice:

	Vessels	Strs.	Men
St. Johns ..	34	8	2022
Hr. Grace ..	66	3	3977
Brigus .. .	25	2	1180
Carbonear ..	14	0	560
Bay Roberts	10	1	679
Trinity .. .	10	1	376
Hant's Hr. ..	2	0	56
Channel ..	13	0	120
Catallna ...	8	0	253
Greenspond .	18	0	634
	200	15	9857

A correspondent to the "Boston Traveller" writing on the sealing voyage of 1871, says "the final results of the seal fishery, this season exceed the most sanguine calculations. It is now pretty certain that the catch will come up to 600,000 seals, valued at \$1,800,000.

Already the price of seal oil has declined in London three pounds sterling per ton. As an illustration of the quick and abundant returns of our seal fishery when successful, take the earnings of two steamers, the Nimrod and Hector, owned by Job Bros. On their first trip these two steamers brought in close on 50,000 seals; on her second trip the Nimrod took 9,000 old seals, equal to at least 20,000 young ones, and the Hector 4,000 old seals on her

second venture. The latter made a third venture, and brought in a thousand old seals. The whole seals taken by those two steamers are equivalent to 82,000 young harps, valued at \$246,000. Be it remembered all this was done in two months. Can you show anything like that in America in the way of money? Is it not enough to tempt your wealthy capitalists to embark in this lucrative employment?"

The spring of the Wadhams was in 1852. That spring 96 sailing vessels left St. John's for the icefloes. Among the sealers and captains were the following: Capt. Geran of St. John's West; Capt. Cahill, an old King's Road boy.

In 1834 a schooner owned by Mr. Andrews, of Port de Grave, was lost in the ice off St. Mary's Bay. The accident happened on the 17th. day of April. The crew were saved, and they also saved their clothes and 800 seals. The schooner Sally Ann, George Butt, master, ran ashore at Western Bay and became a total wreck. The crew were saved and they also saved their belongings and 200 seals. The schooner Creole, of Halifax, in command of Thomas Peckford, had a narrow escape from destruction in the same spring. When about 180 miles from land a barrel of gunpowder in the cabin exploded. The stern of the vessel; which was down to the water's edge, was carried away. Part of the Creole's deck was also lifted up, and a signal of distress was hoisted. The following named vessels bore down upon the Creole: "Prudence," Captain Taylor, of Carbonear; "Elise," Capt. Bransfield, of Carbonear; "Elizabeth," Capt. Bemister, of Carbonear; "Carlou," Capt. Heron; and the "Renown," Capt. Glyn. Planks, nails, oakum, and labor were tendered by the captains of these vessels, free, and in a day or two she was made seaworthy. She afterwards returned to port with 2500 seals; now wasn't

this a stroke of luck. Many such incidents are on record. The Naomi, for instance, Capt. Parsons, of Conception Bay, in the sixties carried away her main mast and came into St. John's with her captain almost crying. Mr. Thomas, of the firm of W. & H. Thomas, told him to cheer up, that all things worked out for the best; a new mast was put in the Naomi, and afterwards she arrived in port with 4,000 seals. A like story is told of Capt. Samuel Winsor, in the May Ann, of Pool's Island. Dr. Skelton tells us of the 'May Ann' as follows:

"In 1861 the 'May Ann,' Capt. Samuel Winsor, left Pool's Island, on the 5th. of March, but carrying away her spars she was obliged to put into Greenspond, where she arrived on the 7th. Having repaired she sailed again on the 12th. and returned home on the 25th. with a full load." At another date the "Echo," Capt. Green, sailed from Greenspond for the seal fishery late in March, with other powerful vessels, but got jammed in the ice near Cape Freels, whilst those that accompanied her got free and proceeded on their route. A few days later the "Echo" got clear, and very soon after ran into the prime young harps with a load of which she returned to port, whilst the larger vessels, which had got free at an earlier date, were unsuccessful. The schr. Mary Ann, Capt. Reddy, was "ran in to" by another vessel on a dark night. The crew were picked up and brought into port. In 1841 the schooner Charles, Capt. W. Knight, of St. John's, was lost at Devil's Cove, Bonavista. She struck on the Western Head of Keels. Her crew had a trying experience in their endeavours to reach the land, which they did in safety after a great deal of suffering. The spring of 1844, over sixty sail of vessels were jammed the whole of the sealing season in Bonavista Bay, and did little or

nothing with the seals. The schr. Jasper, Capt. White, picked up the crew of the barque, George Welsford, of and from Weymouth, England, bound to Quebec, in the month of April, she having sprung a leak on the Grand Banks and afterwards foundered. The crew took to the jolly boats and were but a short time adrift on the ocean when they were rescued by the Jasper. The latter part of April a heavy breeze again sprung up, and a new list of accidents took place in connection with the seal fishery.

On April the 28th. a boat loaded with seals, sailed from Trinity for St. John's, having aboard the skipper his son and Denis Cashman, being the crew. The passengers were Mr. Stoneman, Mr. John Pilgrim, Mr. Henry Bursell, (Constable of Trinity), a young man, his son, and a poor fellow by the name of John Hall, who, being insane, was being sent on to St. John's to the hospital in charge of the constable. The gale struck the boat in all its fury, and she was driven against a field of ice, near Cape St. Francis, the master, his son, Mr. Pilgrim, the Constable, his son, and the insane man being all drowned. Mr. Stoneman and Denis Cashman succeeded in getting on a pan of ice, where they remained for three days and nights, when they were rescued by Captain Murphy of St. John's, of the Orion. The same spring the Ella, Capt. Dormady, of Spaniard's Bay, was lost about 150 miles off Cape Race. She struck on the buoy which tore a large hole in her bow, and one of her crew was killed by the collision. The schooner Adventure, belonging to the North, was lost off Torbay. Her crew took to the punts and rowed to St. John's.

The Spring of 1872, in which the sad calamity of the loss of the "Huntsman," took place, saw the loss of the "Village Belle." John

Antle, master. A report of the disaster is as follows:—

"The "Village Belle," John Antle, master, left Brigus for the seal fishery in the month of March last and has not since been heard of. It is feared that the whole crew, numbering eighteen men, have perished. It is therefore desirable that immediate steps should be taken to relieve the want of the widows and fatherless children who are plunged into misery and distress by this most calamitous event. Nearly all of them are in present pressing want consequent upon the loss of the breadwinners of their families. Ten of the crew were married men and have left over thirty young children."

In my notes a few days ago, I made mention of the building of ships for the seal and cod fishery. To-day I will give you the names of a few others, which were built by local builders. They were a stout and strong class of vessels, and were superior to the foreign construction. Many of the latter came from the Provinces. Mr. Kearney was considered to be about the ablest of the old time ship builders. Many old timers have heard of the vessel which often carried emigrants from Ireland in the early fifties, known as the "Michael Anthony Fleming." This vessel was built for Mr. Kent, her builder's name was Curtis. She was launched in 1844 on the 7th. day of March. Her crew were on board at the time of launching. She was 84 feet on deck, 22 feet, ten inches beam, and 19 feet deep; and measured 150 tons. In 1865 a splendid vessel was built at Hr. Grace, for the firm of Wm. Donnelly. Mrs. Donnelly broke a bottle of wine at the vessel when being launched and her flag was unfurled bearing the name William Donnelly upon it. A large concourse of people witnessed the launching and cheers rent the air for the owner and her builder. There

was a feat worth recording performed by Michael Kearney in 1865 at Carbonear. He got the "Walrus," a sealing steamer, clear of a shoal at the bar, of Carbonear. He raised the steamer Dauntless when she struck on Cahill's Rock, St. John's Harbor in 1858 and on another occasion he raised a big ship which ran ashore near Cape Race. Kearney was a very ingenious man, and it is a great pity that the history of his inventions and ship-building labor have been forgotten. In 1851 the *Cllo* was built at Salmonier by Mr. Curtis for the firm of McKay & McKenzie. She was 135 tons and was reckoned a very handsome vessel. In 1840 a splendid brig was launched at Norman's Cove capable of containing 3,000 qtls. of fish. She was built by Jos. Newhook for Edward Phelan, of Carbonear, at the South Side of Bay Roberts. A ship named the "Emma," was built in 1840 for Patk. Gosse and Fryer, of Carbonear. She was 207 tons burthen. A beautiful vessel was built for Patrick Brown, of Carbonear in 1858. She was constructed by W. Rowe, a noted builder. Mr. George Pittman about the same time built a vessel for William Whelan of Cupids, Conception. Pittman was a famous builder belonging to Trinity Bay district. In 1856 a splendid vessel was built at Wood's dockyard at Hoylestown. She was called the "Young Napoleon." The owner of the dockyard was the father of our respected Postmaster-General, Hon. H. J. B. Woods. His name was John Woods, a very estimable old gentleman.

The following named sailed from Hr. Main in 1859:

"Ellen," Strapp, master, owned by P. Strapp & Sons; "Emerald Isle," Fury, master, owned by J. Fury & Sons; "Sterling Clipper," Woodford, master, owned by W. & M. Woodford & Co.; "William," Costello, master, owned by Costello Bros.; "Nymph," Ezekiel, master, owned

by J. & P. Ezekiel; "Scottish Chief," Wade, master, owned by James Wade, Jr.; "Havelock," St. John, master, owned by J. St. John & Sons.

From the newspapers of 1851 I copied the following lists of vessels and men and places from which they sailed:

	Vessels	Men
St. John's . . . .	92	3480
Conception Bay	160	5835
Trinity Hr. . . .	13	496
Catalina . . . .	17	503
Greenspond . . .	23	696
New Perlican . .	7	224
Hant's Hr. . . .	4	143
	—	—
	216	11,377

The spring of 1853, 360 sailing vessels prosecuted the seal fishery, 101 sailed from St. John's and 73 from Harbor Grace. Nearly 14,000 men composed the crews of these vessels. The spring was a tempestuous one. The "Briton," Capt. Forward, of Carbonear, had a trying time. She arrived in port on the 28th. of March, with no seals. She was driven with the ice and slob on Pinchard's Island and 30 of her crew left her to walk to the Island. The "Spring of the Wadhams," in 1852, 96 sailing vessels left St. John's. The winter was a severe one and the vessels had a hard time in getting out of port. On Friday, March the 5th., the temperature was 7 1-2 degrees below zero. Nearly 50 vessels were lost at the ice, many having valuable cargoes, and when abandoned, the crews had to walk to the shore. Several derelicts with seals were towed into St. John's and Conception Bay ports. The names of some were—"Imaum," with 1,400 seals, brought in by the "Gleaner," of St. John's; the "Gem," with 1,000 seals, brought in by the ship "Orestes"; the "Dash," with 4,000 seals, and the Caledonia with 2,500, both brought to St. John's by the "Kingalock," Capt. Jno. Burke, un-

cle of the late Archbishop Lennox. The "Rake," of Barenced, brought to port by Capt. Spracklin; the "Abelaide," brought to port by the "Paragon," of Hr. Grace; and the "Active," brought in by the "Phoenix" of Harbor Grace. Immediately upon receipt of the news of the distress of the sealers, the Government authorized the sending of five vessels, three from St. John's and two from Conception Bay, with clothing and provisions to the poor fellows who lost their ships. On Saturday, May 18th., the "Coquette," Capt. Joseph Houlihan, which was sent by the Government to the relief of the shipwrecked sealers, arrived in port. The castaways which he had to relieve were at Greenspond and they were in a very destitute condition. Capt. Houlihan landed 120 men at Catalina and 250 at St. John's. Only for the destruction of so many vessels the "Spring of the Wadhams" would have given to Newfoundland the largest number of seals in its history. There were a number of lives lost the same Spring. While on her second trip, the schooner "Georgina," of St. John's, Capt. William Linenar, was struck by a heavy sea, about 250 miles N. E. of the Grey Islands, which washed the captain and six of her crew overboard and also carried away the masts, bulwarks, stanchions and boats. The vessels arrived at St. John's under jury masts on Monday, June 7th. Some of the HERALD'S readers have heard of the melancholy disaster which took place the "Spring of the Wadhams," on the Funks Islands. The year previous Mr. Stephen March sent a number of men there to watch the seals in their peregrinations, and the next year he sent them there with the intention of capturing them.

The stormy month of March has come.

Boys muster and prepare.

To leave your home, o'er seas to roam,

And take the sealers fare..

—Webber.

I promised to render an account of the loss of life at the Funk Island "the spring of the Wadhams." On Feb. 23rd, 1852, the skipper and three of the sealing crew landed upon the Funk Island. Mr. Stephen March left the island, there being little or no wind at the time and no motion of the ice. Although at times the weather gave promise of being stormy, about two hours afterwards a couple of seas were seen rolling towards the island from S.S.E. Signals were raised by the cook, who was left on shore, which were unheeded for a short while by the unfortunate men, who were at length caught by more of the seas. Thomas Beckett ran towards the island and when within about fifteen fathoms, caught the end of the rope, which was thrown from the shore by the cook, which he had tied around his body. At the moment when his preservation seemed certain a heavy breaker broke upon the two men, washing the cook inshore into a pond, the receding wave carrying the unfortunate man Beckett with it to his destination. In the meantime the master and the two men who were with him made for the northwest of the island, but here they were prevented from landing by the force of the sea rolling in towards the rocks. The master signalled the cook asking him if he could not launch the punt, but the sea was breaking in too heavy. The surf around the unfortunate men were in a short time beaten to pieces and one huge wave broke upon the pun on which they were standing, and they were immediately hurled to their death. Such was the account of the melancholy disaster given by the cook, who was the only survivor,

who was saved from his desolate position by Capt. Joseph Houllhan. The names of those who met an untimely and sad end were as follows: James Hopkins, the skipper; Jesse, his brother; Thomas Beckett and William Croucher. The cook, Wm. Reid, states that the seals were exceedingly numerous around the island, between the 15th and the 20th of February.

In relation to men being placed on the Funk Island the following clipping from a newspaper the year previous to the disaster, gives the reason for sending a crew on the island. It says: "It will be remembered that Mr. Stephen March, who is very well known in this town, adopted the novel expedient in the early part of the winter of sending a master and crew to the barren and uninhabited Funk Islands, situated about 40 miles to the N.E. of Cape Freels, for the purpose of taking seals as they ordinarily drift down from the northward at the usual period in the spring. By a sealer which has just arrived here, Thomey master, who spoke to the men on the island as he passed, Mr. March has received some interesting accounts from his establishment there. It appears that they have failed this spring in the object of their pursuit, but the men have expressed their willingness to stay another winter on the solitary rocks. The great body of seals had passed within sight of them, but they were not to be got as the wind was unfavorable, and drove the ice off the land some very heavy weather had been experienced, sufficient to test the feasibility of making the place a suitable residence during the winter months."

Many of our citizens remember the spring of 1880 when the seals were being hauled by landsmen at all the nearby places around St. John's—Pouch Cove, Flatrock, Tor-

bay, Quddi Vidi, etc. That spring the steamer Walrus, Capt. Joseph Barbour, a brother of my friend, Capt. George Barbour of the Neptune, was the first in with a bumper trip. It was on Sunday, March 21st, that the Walrus arrived. She had 13,000 young harps. She was owned by the firm of J. & W. Stewart. She sailed from Greenspond and procured most of her seals in the neighborhood of Bonavista. On Monday, Mar. 29th, seals were first killed that spring on the harbor of St. John's. The easterly wind had packed the ice close in on the shore, at the entrance of the harbor, and a number of men went off in boats with bats and guns to the "slaughter of the innocents." In the afternoon a large crowd of citizens assembled on the wharves to watch them. On this occasion a young lad, son of Mr. Michael Kehoe, shoemaker, lost his life by falling over the cliff near the North Battery, and when he was picked up in the harbor it was found that the vital spark had fled. Young Kehoe's father was a shoemaker and at that time resided on Water Street, a few doors east of the firm of Thomas McMurdo & Co., he died a few years ago at Bay of Islands.

On Saturday, March 27th, news reached St. John's that five men had been driven off to sea from Northern Bay. The Hercules was immediately sent in search of them and the following is the Captain's report: "Acting on the telegram of Saturday I left St. John's at 8.30 and steamed down for the Cape, as it was very dark and squally I kept well out towards the edge of the ice. About 5 o'clock on Sunday morning just after daylight, I discerned a flag on the hill of Cape St. Francis half mast, and as I approached I espied a man near it waving the flag to me to come near, which when as I did I was informed by him that they had one of the missing men at the

Cape, and that another was in an adjacent cove about 50 yards from the cape, which they had endeavoured to reach the previous night, but were unsuccessful in doing, owing to the drift and the darkness of the night. I then steamed up towards the cove, and the men at the Cape ran 'along shore,' and we had proceeded but a short distance when one of the men on the shore discovered the lifeless remains of the man reported within a few yards of the shore, having been apparently frozen to death. The name of the deceased was W. March, and that of his companion who was rescued, Bernard Hogan. The latter was found by the lighthouse keeper on Saturday evening about eight o'clock in a boat near the Cape. He reports his other companions to have succumbed to the cold and fatigue of the situation. Having taken Hogan and the body of the deceased to Northern Bay I then proceeded into the ice in the direction which I considered the bodies might be, but could not find no trace of them."

Now before I dilate on the excitement manifest at St. John's when hauling seals to the town was in vogue this spring, and some interesting incidents which took place, I will write on the spring of 1877 when women and old men took part in seal hunting, the description given appeared in a Boston paper a few weeks afterwards. It reads as follows:

"This year a most unusual event occurred, those who remained ashore gathered the richest spoils from the seal fishery. The floes on which the young seals were 'whelped' were driven by the continuous eastern gales quite out of their customary track upon the shores and into the great northern inlets. Thus the "whitecoats" were brought within reach of the people along the shore without any effort on their part, and



they were not slow to avail themselves of their good fortune. The whole population along those fortunate shores turned out, men, women and children, and made an onslaught on the seals. Any weapon that came to hand was seized, poker and tongs, hatchets and tomahawks. The men killed and scalped, the women and children 'towed' the fatty piles ashore, old bed-ridden men, under the excitement of the moment, forgot their ailments and crawled out on the ice, rheumatic subjects threw away their crutches and rushed into the prey, women forgot their 'sucking children' and left them for the time being to squeal in the cradle, while without any 'bowls of compassion' they slaughtered the moaning young of the harps."

"The ice was there, the ice was here,"

The ice was all around,

It cracked, and growled, and roared  
and howled

Like noises in a swoond."

The Ancient Mariner.

Reverting to my notes of yesterday in relation to the Spring of 1872, when the women were engaged hauling seals, I will continue the description of the article written for the "Boston Traveller. It stated: "The harvest had to be gathered at once for a change of wind would drive the booty out to sea. The ice around the shores became speedily like a reeking slaughter house and the "shivering seals" low moan. The scene was quite picturesque. Among our young outport ladies, red jackets, ponderous, chignons and extensive crinolines are the rage at present. At a distance these active damsels look like a small army of soldiers engaged in battle. When the "thin red lines" are flashing fire, under the rays of the sun, along the glittering icefields, with crinolines tucked up and their stout

arms bare to the shoulders and stained with blood, truly those who stayed at home divide the spoil.—?

It is calculated that at least 100,000 seals were hauled ashore in this way. Some of the females, who were pretty numerous, got as many as 150 seals, others 100 or 50 each. In three or four days, seals to the value of \$300,000 were taken. These poor people, by this lucky windfall, are transformed into millionaires. Truly "it's an ill wind that blows nobody good." Without this shore catch, this would have been known as one of the worst fisheries experienced. Even with it the whole catch will not reach 250,000 seals. In the calendar of our sealers these years are marked as specially successful. During the last 50 years one of them is known as "the spring of the Wadhams," a vast number of sealing vessels having been crushed by the ice and wrecked on the Wadham Islands on the north-east coast. A second year was called the year of "the three suns," our hunters having been terrified by the appearance of three suns (mock suns) in the heavens. The third year is remembered as "the year of the cats," the great majority of the seals having been taken before having come to their full growth, and soon after birth, they are called "cats." In the year of the "cats," the great majority of the seals taken were of this class, and few could be reached at the proper period. It is not unlikely this year will be spoken of by coming generations as "the year of the red jackets," the red-coated women having got the biggest prizes; or perhaps it may be known as "the year of the big snow." Anyway, it is a year in which hundreds of our fellows, after eight weeks of hard battling amid the icefloes, will return to hunger bitten homes with no result from their labors."

The following is of interest, it dilates on the loss of the Bloodhound and the Retriever, the former owned by Baine Johnston & Co., and the latter by Ridley & Sons. During a dark night the Bloodhound struck upon an island of ice, and was so much damaged that it was with the greatest difficulty she was kept afloat until the morning, when the crew had to take to the ice as she was in a sinking condition. Half an hour after she went down the men made their way over the ice to the Retriever, which was about two miles off, but on arriving they found that she had got her quietus from the same ice monster, and was sinking rapidly. Fortunately the men, about 308 in number, were not many miles from Battle Harbor where the inhabitants, after they arrived, looked after them. Two other shipwrecked crews arrived soon after. After being there a few days they saw the steamship Nimrod at a distance, but failed to attract her attention by signals or by firing guns. At length they discovered an old rusty cannon lying about, and as a last resort dragged it to the top of a hill, put in a tremendous charge and applied a match. It flew into a thousand pieces, fortunately without killing any one. The captain of the Nimrod saw the flash, came near enough to send men over the ice, and on learning what had happened, went for another steamer called the Mastiff, and between them they took off the shipwrecked crews and carried them to their homes.

The American steamer Monticelli, which had been engaged in the seal-fishery for three previous springs, was lost on her voyage to Boston, not for St. Pierre. She brought in 3,000 seals the year of 1872, and on her return home she encountered a heavy storm, became unmanageable, and the crew and passengers were

taken off by a French banker and carried to St. Pierre.

I must again revert to the spring of 1880 when the seals came to the shore around St. John's. "Slide-loads" of seals were coming into St. John's from all directions—Torbay, Portugal Cove, Flatrock, Pouch Cove and other places, all found a ready market for the seals which brought a good price. A change of wind drove the ice off the land and eleven men were carried off with it. The Government sent the steamer Hercules to search for them. The Walrus, in the meantime, arrived with a full load of seals, taken off St. John's, and she brought in one of the men named Murray. He accounted for six of the others, who were safe on board the Esquimaux. The Hercules arrived with the nine men, five taken from the Esquimaux and four others, Mr. Barney O'Toole and his son, and two named Puddister and Anderson. Young O'Toole was nearly "all in" when discovered. Mr. O'Toole dwelt at Hoylestown and was in the employ of Mr. Lindberg, who then had a Bavarian beer brewery in "full swing." A large body of seals reached from Cape John to Race, Notre Dame Bay hailed for 20,000; Bonavista Bay, 5,500; Northside Trinity Bay, 6,500; Southside Trinity Bay 11,000; Conception Bay, 10,000; Cape St. Francis to St. John's, 17,500; from St. John's to Cape Race, 10,000; total, \$9,000. I was at school at the time the seals came to St. John's, but I remember all about it. I saw the seals being hauled up Water Street to the merchant's premises, and one evening after coming from school, and after having my dinner, I saw my father coming down King's Road with a "tow of seals," having hauled his "tow" from Quidi Vidi. It was a lively spring and many old timers can tell you all about it.

The following is a description of

en from the Colonist of 1892, relative to the Trinity Bay disaster. It says as follows:

News reached here yesterday, from Trinity, that about 200 men, who had left their homes in boats to go in search of seals, had been driven up the Bay by the north-west breeze of Saturday, and that great anxiety was entertained for their safety. From inquiries made, up to the time of going to press, we learn that all have been recovered, but 13. The latest despatches we give below.

#### Heart's Content, Today.

Twenty-four men landed at Heart's Delight, some of them are frozen and in an exhausted condition; they received no attention. First news reached here was that seventeen had landed and seven more were visible from Heart's Delight. A schooner which was pronounced to be a Trinity schooner, was also seen in the Bay.

Later in the day a messenger arrived from Heart's Delight, saying that another crew had been landed at Shoal Harbor and needed the services of a doctor. Dr. Anderson at once started for Heart's Delight, and returned to-day, reporting one man with both feet badly frost-bitten, seven or eight with fingers and toes affected, but all likely to recover. The rest are doing well. Everything that could be thought of has been done here to ascertain the fate of the others missing. The names of the men rescued were wired to Trinity, from whence a reply was received that thirty or forty were missing, and ten frozen to death; some having died after reaching the shore.

Enquiries made by telegraph from the mouth to the bottom of the Bay brought the cheering intelligence that five men had landed at Old Perlican; Rantem and neighbourhood not yet heard from.

Trinity reports that thirteen were still missing, and every endeavour is being made to ascertain their fate.

#### LATER

Trinity, 3.30 p.m.

Trinity and neighbouring settlements are mourning over what will likely prove the greatest calamity known for many years, worse than even the loss of the steamer Lion.

Saturday morning dawned fine and clear, and almost every able-bodied man in Trinity Blight went out in search of seals. About eleven o'clock the wind suddenly veered from N.N.E., accompanied by severe frost, and increased to a gale. Then ensued a terrible struggle to reach the land. Some of the boats reached Trinity, Bonaventure, and other places on this side of the bay. Nine crews escaped to the other side of the bay. Some reached Old Perlican, others got to Heart's Delight. Several crews landed near the Horse Chops, but were so exhausted that six men died almost within sight of their own homes. Several died before reaching the land, and many who landed are badly frost-bitten.

So far thirteen deaths from cold and exhaustion are reported.

Four crews numbering twelve men are still missing, and general fears are entertained for their safety. The dead and missing belong to English Harbor, Salmon Cove, Ship Cove and Robin Hood.

The crews missing, are from the South Side of Trinity.

The schooner Roseclea, Captain Fowling, has been out since yesterday searching for the missing crews.

Further particulars may be got tomorrow.

Despatch from Rev. P. A. Carolan to P. R. Bowers.

Trinity, 4 p.m.

Woe, woe, unutterable woe, crush

es us today. Sobs and lamentations rend the air and corpses are strewn along the shore from Horsechops to Ireland's Eye and Random Island, victims of Saturday's gale which crushed the Bight and swept off the men of English Harbor, Salmon Cove and Trinity—numbering about one hundred— who were out in punts seal hunting; some drifted back dead, some dying, at five o'clock a.m. Late particulars are: Twelve men dead and sixty missing Later, 9 a.m.; about twenty-four of the missing reached Heart's Delight Dr. Anderson and Rev. H. C. H. Johnson have gone to visit them. If we had steamer on Saturday in Trinity all could have been rescued, even now, at the eleventh hour, if His Excellency in Council would order steamer to pick up surviving and gather home the dead for burial and then station her here permanently she could serve the triple purpose of life-boat, ferry-boat and mail-boat for Trinity, and it would be a little drop of balm to Trinity's wounded, bleeding heart. Latest: Six landed at Old Perlican 3.30 p.m. Nomen nutandum est.

Judge Prowse, writing of the Trinity Bay disaster, says:—"Thirteen fishermen were found frozen to death in their little punts, eleven others were driven up the bay and perished on that dark cold night of death. The hardships that were endured, the sufferings of the poor fellows that were saved, the agony of suspense, for the dear ones on shore, the heroism of those poor humble souls in their hour of agony is known to the Almighty power leviate the distressed. A gallant crew from Heart's Delight saved the sixteen men on the ice. The general that rules the raging of the sea.' All that could be done was done to alous Captain Fowlow put out in his schooner and succored some, and

brought them home to their agonized families."

The names of the thirteen dead, spoken of by Judge Prowse, were as follows:—

From English Harbor—James Perry, Tobias Perry, Martin Batson, Solomon Perry, William Barnes, Edward Pottle.

From Salmon Cove—John Penny, Charles Day.

Robin Hood's—William Stockley, Isaac Butler.

From Ship Cove—Robert Banaster, Charles Banaster.

The missing men which afterwards succumbed to their sufferings were:

From English Harbor—Isaac Batson, William Batson, Arthur Batson, Reuben Pottle.

From Salmon Cove—Henry Nurse, George Nurse, Walter Nurse.

From Trinity South—John Moore, George Moore, Jacob Moore.

Captain Fowlow says in his letter as regards how he was asked to seek for the poor fellows cast away:—"As my schooner was nearly ready for the sealfishery, with sails bent, three men came to me from English Harbor on Sunday morning about nine o'clock to know if I would go to have a look round the Bay for the missing men. Without delay I hoisted my flag and soon had a crew for that purpose."

A subscription was taken up for those who were left widows and fatherless, and Judge Prowse states that "charity flowed into the widows and orphans."

The spring of 1876 saw the last of the steamer Hawk, in command of the late famous Captain Arthur Jackman. She was lost on her second trip to the icefields. The Hawk came out to Newfoundland from the Old Country in 1866, and was 172 tons burthen. She is mentioned in the song written by "Power the poet" in the spring of 1876, in which

the name of the Mary Joyce figures so prominently. One verse of the song says:

"The Hawk and the Lion kept very good time,

And so did the Panther too,

Bpt Captain Bill Ryan left "Terry" behind

To paddle his own canoe."

The Hawk was owned by Messrs. Bowring Brothers. She was nipped in the ice on the 3rd of May, and from that date until the 14th she leaked very badly, the pumps were kept continually going. At last it was decided to abandon her, as the water had extinguished the fires in the engine room, so accordingly Capt. Jackman and crew took their belongings, and walked on the ice to the steamship Nimrod, which steamer brought them to St. John's. The Hawk was lost twenty-two miles from Cape John. Capt. Cummings saw the Hawk's flag of distress, and awaited the arrival of the crew to his ship. Bowring Bros. had only two sealing steamers sailing from their employ the spring of 1872, namely the Eagle and Hawk. Capt. William Jackman commanded the Eagle.

The spring of 1860 the following number of seals were landed at the various firms at St. John's:

Hounsell's . . . . .	11,237
Tessler's . . . . .	18,787
MacLea & Sons. . . . .	9,237
J. & W. Stewart. . . . .	19,295
Stabb, Rowe & Co. . . . .	10,914
R. O'Dwyer . . . . .	16,427
Bowring Bros . . . . .	30,761
McBride & Kerr . . . . .	25,975
Baine Johnson & Co. . . . .	48,577
W. & H. Thomas & Co. . . . .	19,065
Job Bros & Co. . . . .	15,568
L. O'Brien . . . . .	9,710

235,553

"Manusing" was a thing which was a very serious performance in

the days of the sailing vessels. Mr. Michael Kearney said in 1863 that a law should be made especially for "manusing." He said it was becoming a continual practice among the sealers. Men shipped from the 1st or 15th of March till the 20th of May if there were no seals seen by them after the 10th or 15th of April they "struck" or "manused." They refused to obey the captain's orders and all hands would go below, the ship would be then "headed" for home. It was a very alarming thing and many a good man "lost" his berth, by having been in a ship amongst those who "manused." In 1862 a number of crews "manused" the Mary's crew and the crew of the Dash; both vessels belonged to Hr. Grace and Capt. Hal'ern's crew and Capt. Percy's crew of St. John's "manused." That spring Cap' Hal'ern had 63 men and four boys and was compelled to return home on the 3rd of April. The "manus" leader was sentenced by the court to one month's imprisonment and was ordered also to find sureties for his future good behaviour. Capt. Percy commanded the Jessy, out of Roger-son's employ, and on his arrival had one Jacob Noseworthy summoned for being the "manus" leader. The Jessy had 55 men and two boys. Noseworthy received one month's imprisonment.

Capt. William Woodford, father of the Minister of Public Works, was in the Rainbow, his own vessel. He had 53 men and five boys. On Easter Sunday, the crew led by Thomas Pendergrast "manused." The Rainbow was a new vessel, "wanted for nothing" in the grub line, every other requisite as well for the prosecution of the voyage was on board. Capt. Woodford on Easter Sunday noticed a lot of uneasiness amongst the crew and he overheard some of them say that they "wouldn't leave a man on her deck fore or aft." The captain was a

courageous man, one of a type seldom met with now a days; a stalwart, broad shouldered and deep chested "skipper" of the old school, not easily deterred when they undertook to carry out an idea. He loaded his guns and had them ready in case of an emergency. The ship was put for St. John's and when the crew landed Pendergrast was arrested and brought before the court. Captain Woodford was always foremost when an undertaking was mooted for the benefit of his countrymen. We find him in 1856 the chairman of a meeting of the most prominent men then at St. John's which had for its cause the welfare of the sick and again in 1869 he was one of the most foremost natives who opposed Confederation. He was intended to "stand" for St. John's but he afterwards resigned in favor of another gentleman. His address to the electors was copied by the Montreal Daily News and appeared in that newspaper under the heading "A Specimen Brick of a Newfoundland Anti." Here is a copy of Capt. Woodford's address:

Gentlemen.—Being called upon by a portion of the respectable inhabitants of this locality to offer myself as a candidate to represent your grievances in the next House of Assembly, finding your views agree exactly with my own, I cheerfully submit to your call. The most important question that is laid before this Colony—Union with Canada—shall have my utmost denial. Where is the man among you that would give up the reins of his horse, or the helm of his craft, to a Canadian. No, I am sure it is the last thing you would think of doing. Death before dishonor, we must use our intellect all; and sustain our country's cause, Freedom; the savage yearns to his native home, and so do I. I have travelled in a great many fine countries in my time, but I saw none I loved dearer than my own native land,

Terra Nova. Being well posted up in the fisheries and other business of the country, and having acquired a large experience of other countries, I am under the impression I can, with the assistance of God, benefit your condition in the management of your public affairs. Gentlemen, if you feel disposed to honor me with a position of your interest I shall feel forever obliged to you. In return, anything I can do to enhance your drooping and abused country, I shall exert myself to the best of my ability to do it. My policy is economy and frugality. You have a fine country, wholesome and healthy, be careful how you barter it away. It will not be easy to get it back again when once gone. Hold your reins and your helm, in defiance, and let Canada paddle her own canoe. I remain, yours faithfully,

WILLIAM WOODFORD,

Fishermen.

We know, for history tells us that the Anti-confederates were the victors. The poet of that day, writing on the election, says:

"And now Confederation  
A shameful death has died;  
'Tis buried up at Riverhead,  
Beneath the flowing tide,  
Oh may it never rise again.  
To bother us I pray,  
Hurrah, my boys, for liberty  
The Anti's gained the day."

There is a story given me a few days ago about Captain William Whelan, of Brigus, "who never missed the fat." I will append the letter as it was sent me by a gentleman whom I regard very highly, as he is to my mind, the most knowledgeable gentleman in the country to day on matters in relation to the past:

Dear Mr. Murphy:

I have read with much interest your notes on the "Old Sealing

Days." What has enhanced my interest is the fact that I can remember many of the incidents, names of vessels and captains you mention. In speaking of the celebrated Capt. "Bill" Whalen of Brigus, the man who never missed the seals? I once heard a good story about him. One spring, I don't remember the date after the fleet sailed the wind came up from the N. E. and jambed the ice into the bays, driving the vessels before it. There they remained fixed till late in the spring. At length, we'll on in April the wind changed and the ice slackened off and let them clear. All the ships then started north and cracked on northward for all they were worth. In passing the mouth of White Bay they beheld a vessel jambed well up the bay. All recognized her as the William, Capt. Whalen. She had all sail set and was apparently making a desperate effort to get clear. All

concluded that for once skipper "Bill" had missed the seals, so they continued on north but when Capt. Mark Delaney came along and saw the ship and knew it was Whelan's, he said boys that is "Bill" Whalen and wherever "Bill" is there must be seals, so Capt. Mark instead of following the rest of the fleet he concluded to head her up the bay and feel his way in. When he reached the neighborhood, sure enough it was "Bill" Whalen loaded to the hatches and surrounded by thousands of seals. While pretending to be forcing out the bay in reality he had his vessel made fast behind with hawsers and ice hooks. Near'y all the fleet came in clean except Whalen and Delaney.

Yours truly,

St. John's, March 3, 1916

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