

# VIKINGS OF THE ICE BEING THE LOG OF A TENDERFOOT ON THE GREAT NEWFOUNDLAND SEAL HUNT pdf

## 1: England, George Allan [WorldCat Identities]

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Mystic Seaport Museum, , p. England, "Vikings of the Ice" London, pp. All three resulted in pieces cited in the Index: A must-read article on the ballad and its history, complete with a map, is available online in the archives of the site for the Canadian Journal for Traditional Music. The article is good not only for its exhaustive discussion of this ballad but for the light it sheds on ballad-making in Newfoundland at least. She was the ship used by Carson Borchegrevink Larson, p. During that expedition, Borchegrevink had planted the British flag on Antarctica for the first time, although ironically he was a Norwegian Tarver, p. When she came home in , she was quietly sold for the sealing trade Feltham, p. In her first year on the ice, the Southern Cross gathered a full load of seals very quickly and was the first ship to return to St. Her captain that year was George Clarke. It was only his second year as a sealing captain; he had commanded the Bloodhound in , but taken only seals -- a disastrously low total Chafe, p. He may have known the ship fairly well, though -- his brother? John Clarke had commanded the Southern Cross John Clarke did not command a ship in ; perhaps George was intended as a fill-in. He picked a very bad year to try to learn the trade. He is also reported to have had an inexperienced gang of sealers Collins, p. To add to the irony, it had been a bad year for seals, and most of the ships in the seal hunt were struggling. The Southern Cross was one of the few which had been lucky -- she had gone to the Gulf of St. It was expected that she would be the first ship home -- a significant honor and the cause of a certain amount of gambling. It is at least possible that Captain Clarke was so intent on being the first ship back that he ignored the storm that blew up and refused to head for a port Brown, p. On March 30, she was seen by a wireless operator at St. Pierre; he reported she had all flags flying, indicating a full load Collins, p. There were no sightings after that, and no other word. It appears that she chose to sail home through open water rather than shelter from the storm in a bay Looker, p. The crew of the Portia later reported that she seemed somewhat out of trim Feltham, p. People began worrying about her a day after she was supposed to arrive in St. She was simply gone. It took some time before a search was mounted; the SS Kyle and, later, the USS Seneca found no sign of her -- no bodies, no wreckage, nothing. More than sailors and sealers had simply vanished Brown, p. To this day, there is no real knowledge of what happened, although eventually a few possible traces washed up on the coast of Ireland Looker, p. Some think her cargo shifted, perhaps due to rotten boards. Or it could have just been the storm; a badly-stowed cargo of seal pelts could shift in the storm -- such a situation had at least once threatened the Neptune, which almost sank right in the entrance to St. It was also suspected that she was overloaded, and in the aftermath, a rule was passed limiting ships to 35, seals Candow, p. Whatever the explanation, it was the worst single disaster in Newfoundland sealing history -- and, when combined with the Newfoundland disaster of the same year, made it an especially sorrowful season for the sealing industry. She also had a place in folklore; England, p. The song is unusually accurate in its details. It appears to be wrong in saying the Southern Cross sailed on the twelfth of March; the sailing day for the sealing fleet was March 10 Chafe, p. But everything else is right: The ship that saw her was indeed the Portia. And the Kyle was indeed the first ship to search. Candow, Of Men and Seals: Gary Collins, Left to Die: George Allan England, Vikings of the Ice:

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### 2: A LONG WAY HOME: Dec 6,

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This is the discovery of family and the possible answer to the why. Surnames that will be highlighted and researched: While visiting my sister and mother for the holidays, my sister gave me a bunch of ziploc bags full of old letters from our grand uncle Gordon England. In, and of itself the full page story was very intriguing. As I started to research, and attempted to write, I kept finding more and more on this famous writer. I knew about my "Uncle" Gordon England, and that he was a published author, but had not yet learned of George Allan England. The Terra Nova was a ship used for seal hunting. I think so, when now we can just go to the internet to do most of our research. Let alone be so adventurous to risk the danger of going on a seal hunt. Gordon England must have thought so too. England for a year. That would have been in The same year as the newspaper article I have transcribed for you below. Yes, this must have left an impression on Gordon. Gordon went on and became a published writer, but that is a story for another time. Sorry, I told you this was hard for me to put all my thoughts down when there is so much to write about. So, back to the newspaper article that started my research. England has just bought--the author was engaged in the nonliterary occupation of sawing wood. He had a regulation buck saw, and was driving it at a good clip through some hard pine. He straightened up his more than six feet, and smiled: Nothing beats the bucksaw, to counteract long hours at the typewriter. He laughed assent; and Mrs. England who just then appeared in the dooryard added: Turning to me he explained: She and I have sawed and split a good many cords of wood together. We take vast pride in a good big woodpile. Camp "Free from Care. The England camp is set high up on the western shores of the lake, and commands a marvelous view of Guild Mountain on the opposite shore. The other three are "King Tut", "Snoozer" and "Demon. When I say "we," I mean my family and myself. We all interviewed the Englands, en masse! Lunch over, and tobacco burning just for Mr. And there, in the slang phrase, I got an eyeful. The Fiction Factory A wonderful plant it is, for turning out the work that has built up Mr. His workshop is long and narrow, with four windows admitting light and air. At the end overlooking the lake is a big table, strewn with papers and books; and in the middle of the table stands a six-cylinder typewriter, on which he drives at the rate of five or six thousand words of finished "copy" a day. For the past 25 years, Mr. England has spent most of his time at just such a machine, and well he knows how to steer it. As he sat at his trusty "Rem," a rugged, wiry-appearing man of 46, he looked the part of a hard-working, practical producer of literature. It is plain to see his work wholly absorbs him. The whole workshop bears evidence to it. On shelves surrounding the "fiction factory" are stacked reference-books, clippings bound and arranged in his own practical way, many bound volumes of his magazine stories, a lot of his novels, and in-numerable other data of his profession. England stretched back in his chair, drew at his pipe, and brushed his thick, iron-gray hair back from his high forehead. He fixed on me his blue eyes, that in their depths hide the creative story sense of humor, pathos and insight that combine in his work. So that when I went to New York, to take charge of the publicity department of the Mutual Life Insurance company, I was rather run down. Imagine the contrast, going from Harvard and from New York City, to associate with such barbarians; people who mocked and sneered. However, I kept on. England has kept grit on the rail and has made the grade, and here he is, with about all a man can wish for. Had he not had the will, the abysmal grim determination never to stay down, he might have had a far different life-history. As it is, he is on the highroad to even larger success, and it seems as if nothing but death could stop him. From work in the "Saturday Evening Post," where he has had a number of stories and articles, shows that he is now near the top of the ladder. After a pause, I heard him say from behind a cloud of tobacco smoke: I have capitalized all my hard times, and eventually expect to use in story form every trouble and disaster that has ever come to me. Life has handed him some pretty hard wallops, but I defy

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anybody to find any hint of despondency in his writings. How He Works "What are your working hours? Then everything is dew-dripped and cool and sweet, before the sun rides high and the world awakes. I tell you a pipe tastes good, early in the morning, and the old typewriter surely can rattle! I can swim 44 strokes before sinking to the bottom. My wife can swim I am now in training, to beat her, and hope to do 46 before the lake freezes. Sometimes, though, we have to work at manuscript, evenings. She has her own typewriter, and turns out a big lot of copy for me. She can do more and better work than most professional stenographers. Of course I pay her just as I would any assistant, which is the only way to do. A wife should have her own independent money; her allowance, plus what she earns. Once we walked through The Land of Evangeline together, and once she went to Newfoundland and roughed it with me there. Never leave your wife behind, when traveling, is a good motto. But it depends on the wife, of course. She must be a good walker, and ready to rough it if necessary. And that, after all, is the only kind of wife to have. One of the great secrets of success is in getting the right wife. The result is--well, these! He has had a formidable lot of novels and books published. This book, illustrated by his own photographs and sketches, will be issued soon by Doubleday, Page and Co. In addition to these books, a number of his stories have been produced on the screen with Seena Owen, Dustin Farnum and Lon Chaney in leading roles. He has just sold one entitled "One Pebble," soon to be produced. This branch of work he calls "Velvet," and always welcomes a "movie sale. He is always getting letters from odd places, even as far as China and Australia, about his work; and once an insane man wrote him. He prizes this curious letter as a real work of art. Sometime, when writing a story about a lunatic, he is going to use this unique bit of literature. Everything has to help. See these strings of mine? I use them to keep my tools handy. One string is anchored to my dictionary, another to my scissors, another to my manuscript-record book, and so on. And these, overhead--on these I hang my big sheets of brown paper all pasted over with my local-color and dialect-notes, for every story. As fast as the material is used, I tear it off, and so do not repeat it. Use it, and welcome. I can assure you it works! Allan has a perfect mania for tying things. His note books, eraser, and everything has a string on it. He even keeps a pad and pencil hung to the head of the bed, so that when he wakes up in the night with a story-idea, he can write it down and not forget it. Success Means Perspiration "Keeping eternally at it, and never quitting," said he, "are the secrets of literary success. All this talk about inspiration, and waiting for the purple mood, makes me sick. Observe, learn, remember, and work! And never say die. It is impossible to beat that combination. England pointed to some drawings on the wall. Some of her drawings are very creditable. Miss Isabelle has just graduated from high school, and spent the summer in Maine.

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## 3: Capt. Frederick Harris and the Grates Cove Seal Killers of

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They return and bargain with Mr. The Sidney Cotton Story: They managed to gain the money they needed from Alan Butler, and their plane arrived in late It was his job to locate the patches. This led to some embarrassment when, on one occasion, he found what he thought to be the main patch. When the ships reached the spot there was not a seal anywhere in sight. He apparently managed to find the main patch -- but the sealers presumably leary after , apart from being cheap refused to pay up Candow, p. After that, she was used as a patrol boat Guttridge, p. Fogota, " ; he was still still in command in Chafe, p. I have no idea why the song mentioned him here, although his father Abram Kean is known to have disliked the planes; he even engaged in a bit of mild book-cooking to try to demonstrate his point see "Captain Abram Kean" for the data. Other aviators took up the business after that, however, with some success, although by they were back to flying from land rather than trying to fly off the ice. The service ended in when the plane involved crashed Candow, p. Planes returned to the ice fields in , and continued until , using newer planes and a different payment scheme Candow, pp. In , the first helicopters were used, both for spotting and for carrying pelts Busch, p. The enterprise is daring, to say the least. On spying seals, they note the square, and undertake to notify the ships of the location [apparently by dropping a message cylinder near the ship]. Some of the sealing captains have faith in the plan, others scoff at it. The Cotton Patch may have been where Major Cotton claimed it was, right enough, but it happened to lie where ships could not reach it. Thus the principal herd escaped for at least one year. George Allan England, Vikings of the Ice: The Story of St.

## 4: Holdings: Seal IV

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