

Private Journal
Kept on the Schooner Finback
From New York to Hudson Bay
and return to New Bedford

Having agreed to go on
master of this vessel I
left Home the last day
of June for New York
expecting to sail from
there Tuesday July 1st
but found the vessel
was far from ready
and it was not till
after much hard work
that we finally got
away from Todd's ship
yard foot of Clinton
Street Brooklyn.

we sailed through
the East River having
started off about 4 pm
July 12th then under our
own power (gasoline)
we came through the
Sound and to New
Bedford to anchor in
the Harbor at 2.30 pm
Saturday New Bedford

Our object in stopping
here is to get Boats
and under and other things
thought to be necessary
for the Trading Station
which are to be established
on Hudson Bay Northern

LOG 364

Coll. 102
Vol. C

Continued

July 17 1919

we did not get away
from New Bedford till
the 17 of July owing to
thick fog and strong
winds from and south

Even when we did
start out it was light
from wind with light to
thick fog at no time clear
but did not care to
wait longer

we came out as we were
in with out a Pilot

passed the Har and
Chickens Light at 2.30
(about) and at 3.45 pm
passed 1/2 mile east of
how and Pega Light ships
log reading 4 1/2 miles
light easterly wind

July 18

light southerly winds
Fog both light and
at times thick

at 2.10 pm steamer
Gulfland passed bearing
to N N W

at 12.15 midnight pass
the South Shoal Light
ship but could not
see it though not far
off

July 19

Light wind variable and
continuous fog

Left at noon DR 40 40 N

Log " " DR 68 29 W

Log " " 153 miles

run the engine from 7 pm
till 10 pm made 21 miles

July 20

Left at noon 41 23 N

Log " " 67 09 W

Log " " 212 miles

Continues fog light variable
winds

for a crew we have
a Mr. Seder who is to
be left up there and in
charge of the station
he expect to have his
station at Tern Point
(south of Marble Island)
while our mate is to
have a station at Repulse
Bay each will have a
helper (2 men at each
station)

This will leave 10 of
us to bring the vessel
back this fall

we have wireless and
electric lights but find we
had best use kerosene lights
to save charging batteries and
also save the batteries for wireless

July 21

1919

Thick Fog with light
airs: variable

the fog cleared up for
a moment and I got a
light which taking the
lat D R as 41.57 gave
the long as 65.22 which
compares well with our
D R at 65.19 Course East

we were going under
power from 6 am till
10 am heard a steamer

north of us going west
each day we get some
work done getting the
vessel in better shape

our cook is now
our greatest treat
he certainly is new
at the work and wants
much of the food.

July 22

1919

Moderate and light air during
the night from 11
from three to 4.30 we
used the engine
to day have had a little
more wind

Lat. D R at 2.15 pm 42.29
Long by \odot " " " 63.39
This after the fog partly
cleared away and was
able to get a sight of
the Sun then intended
to pass to the north of
Kable Island but later
the fog set in and changed
the course to pass south
of Kable Island Bank
at 3 pm saw a
fishing schooner at
Anchor to the N.W. of us
wind now moderate

Wednesday July 23 1919

Thick weather with moderate breeze from S.W.

Distance ~~some~~ leaving
5 1/2 miles

Lat D.R 43.22 N

Long L.R 60 47 W

this latitude was later
by soundings found
to be 8 miles to far south
we ran off the Noble
Bank by steering S to having
taken two soundings in
37 and 35 fathoms then
to place where we were
ran S to 10 miles and in
to deep water less fog
at night wind was to
steering S.N.E true

at 9.20 am a steamer
passed close to going
west could not see her

1919

Thursday July 24

Thick fog all the time
moderate to fresh NW to
WNW winds moderate sea

Dis seen from yesterday
noon till noon 153

total suns leaving 685

Lat 43.54 N

Long 57.05 W

rain squalls at times

This evening weather
clearing up

Friday July 25th 1919

Thick fog with moderate
breeze from SW
Lat 7 pm 44 28 N
Long " " 54 10 W
Log " " 837

We continually find
our helms north of where
we reckon though allowing
a deviation of one point
plus the variations
we keep a check on
our course by sounding.

Our Cook is a complete
failure as a Cook

919

Saturday July 26 1919

decrease
N
W
here
Landing
ing
bleet

Thick fog with light
winds from SW
we have come along by
sounding till 5 pm
when the weather lit up
for a hour we then
headed to the north
from Lat 46 41 N
Long 51 52 W

The fog set in thick
again some rain

It is quite a relief
to turn and be heading
north. Distance sailed
from Hen and Chickens
light ship to point
where we turn north
952 miles

Sunday July 27 1919

The weather improves
as we go north
have hauled as many
as 20 Beeps all of
large size

Smooth sea with
moderate breeze from
S.W. & South

Last night Mr. Seiden
sent a wireless to
the owners telling our
position

We have sailed so
far 1072 miles

Lat at noon 48.26 N

Long " " 81.30 W

1919

Monday July 28 1919

The fog set in again
 last night and has
 been thick all day. No
 Ice has been seen.
 Had light air and
 moderate breeze then
 Calm. Have seen the
 buoys a short time
 and started it again
 at 6:45 pm
 Steering north true
 Noon Log 1188
 Lat near D R 50.05° N
 Long " D R 52.40° W

I have some trouble
 in getting the crew into
 shape or practically none
 of them have been on
 deep water before this
 they have not only got
 to learn their work
 but their places
 it is always so in
 starting out with green
 men

Tuesday July 29 1919

Rain and fog all day with strong northerly winds but one reef in foremast and one in the mainmast the wireless broke so that we had to take it down one of the boards put on as the things came off this shows the poor work of the men who put the shitting on one Ice Berg seen this morning

1919

Wednesday July 30
Fog and rain, though

the sun came out at
noon so that we got
a latitude
The sheathing on the
starboard Bow looks
quite bad having been
badly started off it
must have been
very carelessly put on

The vessel is leaking
much more so that
it takes about 20
minutes each watch to
pump her free

have used the engine
about 6 hours today
and have now on hand
nearly 1700 gallons of
gasoline

Lat 53 58 N

Long 53 02 W

Log 1353 from sight ship

Thursday
July 31

1919

Fog and rain at
times breaking away
got the wireless up
but not connected
have been rattling
down the main rigging
on one side

Lat 54 09 N
Long 52 04 W
Log 1428 miles

Friday
August 1 1919

This has been a
very pleasant day with
moderate breeze from
NW there is much
work to do on the bend
in order to make her
safe and workable

Lat 54.48 N

Long 53.00 W

Dis run 15.96

Dis in last 24 hours 168

August 2nd 1919

Partly Cloudy with moderate breeze from South and S.E.

had the engine running this morning for an hour and a half and then again for a spell. This noon we have now got the chain down below deck.

The vessel leaks quite a little - it takes about a half an hour to pump her out each watch to day. I have made a change in the Purser of 3 of the crew.

The person who was shipped as 2 mate has not been able to make good being too young and of little experience have given him the chains of taking the Cooks place or taking the place of one of the men who is much better fitted for 2 mate. He prepared the Cooks place and took that while the Cook was placed in Cabin Boy and the Cabin boy was

was put in the place
of the man who was
placed as 2nd mate

Lat 58.38 N

Long 55.28 W

Dis run since noon 103 ^{miles}

Dis since leaving light ship 1699

9 30 pm the
man who took the
Cook's place to day
became quite desperate
and made threats to
the man on watch
forward that he was
going to shoot me
the man became
frightened and came aft
and reported. The 2nd
mate Mr. Hartman and
myself went forward
and found him standing
on the fore-castle steps
with the Automatic
Revolver in his hand
the 2nd mate forced
him down below and
took the Revolver away
from him he brought
it up to me and I
at once threw it over
board

Sunday
August 3 1919

Thick weather with
strong winds from
North East

Steering N by W as
the Compass is out
one Point Easterly
Variation
this makes the true
Course N.W.

The man who acted
so bad last night
expressed regrets
this morning when
the charge was read
to him, that I have
allowed him to go
ahead with his work
with the understanding
that his conduct in
future shall be
the best and nothing
will be said against
him on the return
of the vessel

Lat 59 34 N D.R.

Long 57 48 W D.R.

Dis run 127 miles

log 1886

at night put a reef in
main sail and foresail

August 4 1919

The fog cleared up
towards morning with the
wind N.W. moderate
a few Bergs in sight
we started the Engines
at 7 a.m. and
steered to N.W. for
Resolution Island
during after noon
could see the high
land south of Cape
Chidley kept the
Engines going till
midnight when the
wind backed to.

A.W. and freshened
up. Put a reef
in forebail and
mainsail met some
trash ice occasional
Bergs Fog and mist
at times

Lat 60 40 N 4 pm
Long 62 40 W " "
Dis run 102 miles " "
Dis from Home 1986 " "

August 5th 1919

Fog and mist most
of the time during
the night with fresh
West this morning made
out Resolutions on Port
Bow we were not
to windward of it as
I expected & he
tacked and stood
to the South till
10.30 thick fog with
to South west
then tack to NW
later could see
the Island to north
of us later weather
clearing up very little
Ice steering to WNW
true moderate breeze
South shook reefs
out once but
good seeing

No Cabin stove
and all clothes wet
and cold Ice freezing
on rigging during night

Neon Plover
12 miles S & E of
Hatter Headland

Dis Run 9 100 miles

Total 2092

August 6

1919

Fog most of the time
 to day at 10 30 we
 were dangerously near
 the middle barometer
 the fog lit up in
 time for us to
 tack off shore
 we have met quite
 a lot of loose ice
 which seems to
 lead from Big
 Island towards
 Grey Cove the
 wind is from the
 W S W and we are
 beating up along
 the edge of the pack
 fog and mist
 which freeze to the
 rigging also clothes
 being damp makes
 the cold much worse
 at times can
 see quite a ways

Thursday
August 7

Thick fog during
the night with light
winds and calm
some ice this morning
early we started up the
engine and work through
the thick fields till
noon then made sail again
we still have some ice
in single pieces and
small patches

fresh N.W. wind
we were abreast of
Big Island at noon
10 miles off and have
watched over towards
Cape Weger some large
patches of ice
weather clearing
some snow this
forenoon every thing
cold and damp

Friday
August 8 1919

we had a disagreeable
night last night beating
to the westward strong
Breeze darkness and Ice
to day we have been
using the engines all
day fresh to moderate
wind from Ice quite
thick to night we are
up about of Charles
Island but Ice is
thick and heavy &
frozen

have tied up
to a pan of Ice
men are filling up
the fresh water tanks
I am up much
of the time and quite
tired and
quite good weather
to day

Saturday
August 9 1919

Think Fog during
the night and to
day, at night
clearing off can see
the ~~west~~ end of
Charles Island
Bearing about
10 miles south

There are a few
pieces of open
water to be seen
to the north there
is the most
we are now down
to 750 gallons of
gasoline
the engine uses
up from 12 to 14
gallons an hour
even going half
speed

Light breeze now
have changed one
of the young men
from Clerk to Mr.
Sider to ~~one of the~~
green hand forward
William Kuddell

Sunday

August 10 1919

we lay tied up to
a Ice pass. till 4
a.m. when we made a
start but the Ice closed
up before we could get
far and had to
tie up again later
got a start and
run through till noon
then had to tie up
again, at 4 p.m.
started again and
had to tie up at
8 p.m. walstenholm
in sight but a
long ways off
got one bad bump
in trying to pass
through between
large Ice Pass they
come together and
through the engine was
stopped we got a severe
shaking up of course
it is unavoidable to
hit the small Ice cakes
frequently
wind at time fresh
from west at time
some fog and a little
rain this p.m.

Monday
August 11 1919

Heavy Ice Pack as
far as can be seen
and we were carried
back close in shore
on north side of Charles
Island at 4 pm the
Ice opened up so
that we could get
under way and worked
to the north and west
where we had a little
open water but
as the Ice got close
again we tied up
again at 8 pm as
there is a fresh gale
from the west

The shipping keep
coming off on Starboard
Bow this causes the
hessel to leak 12"
stokes an hour
overcast with a
very cold rain

919
as
been
used
shore
darker
the
to
et
worked
west
little
lone
up
an
gale
keep
the
24
e

Tuesday
August 12 1919

Think fog this
fore noon but at
9 am there was much
open water we started
and worked to the
west and N.W. till
11 am when we
came to the Ice pack
and had to stop again
This afternoon the weather
cleared up and we
find we have been
carried back to the
East end of Charles
Island and about 5
miles north of it

The Ice is larger and
heavier than previous
home of the
gasoline was lost to
day by one of the
faucets being broken.
The engineer reports
that we now have
on hand about 320
gallons.

Slight wind from
west impossible to
move to any advantage

filled up the tanks
with fresh water
and have washed my
soiled clothes

Wednesday

August 13

1919

we started the engine at 9 pm when the ice opened and worked to the north coming to a large open space of water then set sails and lay around in it till 8 am then when the ice started again started working to the west sometimes open water then quite still and thick with ice

by 4 pm we had come about 15 miles west of Charles Island and into clear water we again set the sails though the wind is very light (hardly clearage way) and variable

we must be 25 miles or more from the Angawa shore

I feel quite tired and having been aloft all day

Thursday

August 14 1919

Sight air from ENE
but fine weather
the most drying day
we have had since
leaving Home

There is an occasional
piece of ice or patches
we are now abreast
of Cape Wolstenholme
but past way over
to Nottingham Island
we are steering for
the south east end of
Southampton Island

Friday
August 13th

1919

During the night
had moderate breeze
from ENE to East
met some ice
Ice sighted Belle Island
at noon and started
to go through Fishers
straits met the Ice
but found it open
but the weather set
in stormy thick
fog and rain wind
light from NE
The fog became so
thick we tied up
to a large ice
at 3 pm we spoke
the Hudson Bay
schooner Nunnein
Capt Ford from Cork
Cove he had a
party of natives on
board to land on
Coats Island
The Capt reports that
the lights in the
straits have not
been lit for the
last two years
sounded at 6:30
in 75 fathoms lead
bottom being set to
NW slowly with light
NE wind

719
Saturday

August 16 1919

Dense fog though cut
the last 24 hours
at times the ice opens up
and no doubt that if
we could see we
would be able to proceed
we take soundings
which have run from
75 fathoms to 88
there is but little wind
and that has hauled
from N.E. to N.W.

Mr. Seder is a very
nervous man and
some times interferes
with the ship work so
that I have to call him
down at such times

Sunday August 17 1909

Thick Fog
at 8 am got started
with the engine and
worked out of the Ice
by 10 am soundings
indicate we are East
of Cape Pembroke
after getting clear of
the Ice set sails
but have had light
airs and Calms -

have sounded twice
but no bottom at
100 fathoms of line
we are steering S W
Compass with light N E (true)
Thick fog and rain

Monday
August 18 1919

quite thick fog during
the night and to day
but can see for
quite a distance at
11 30 passed Carey's Swan
nest and at 12 15
passed Cape Southampton
changed course to NW
the wind has been
moderate from NE but
has increased to a
strong gale have
put a reef in each
hull and taken in
the jibs the vessel
cuts a little head on
account of being down
by the head

it has made me
feel quite sea sick
rain and fog and
cold clothes full wet
and no stove to dry
them or warm the
cabin

Tuesday

August 19 1919

Strong gale during
the night and to
day with rain mist
and fog all hands
wet with this constant
wet weather
as we have no
place for a stove in
aft the only way
we have to dry our
cloths is to tuck in
with them and dry
them by heat of the
Body

We are now
about half way
between Marble Island
and Cape Kendall
The vessel is leaking
worse all the time
as the sheathing keeps
coming off as the
vessel labors in the
sea

Wednesday

August 20 1919

Thick stormy weather
during the night
wind N E though the
sea is not as rough
as I should think it
would be

to day about noon
made the land ahead
which proved to be
Cape Frilleter
we made more head
as the weather improved
and came in and
anchored at 4 pm
found Policeman

Crome here with a
few natives he came
out in a boat and
met us I went ashore
this evening

wind is still N E
wet and misty

of course many of
the natives whom I
used to know have
passed away

The natives here have
taken two small whales
here this spring
and lost a large one

To night will be the
first night or time I
will have taken my clothes off
since leaving New Bedford

Thursday
August 21 1919

Strong N.E. winds
we gave the vessel a
rest and also tried to
bring her down by the
stem in order to
repair the sheathing
on the Starboard Bow
but could only make
a partial repair
as much of the
damage is under water
and there is too much
motion to the Boat in
which we worked for
a number of the Motions
are on board this
Evening

919
Friday
August 22 1919

have worked more on the stitching & repairs of

strong winds from N.E.
so that it is best to
remain at anchor
Mr. Leder wishes
to have the vessel
go over to Coral
Harbour (Southampton)
and land Mr. Caplin
and hopes to get
some of the natives who
we might find there
to come back with
us and become part
of his party at
Teen Point which is
about 60 miles N.W.
of Marble Island
but my advice is
to land him first
with some natives
who are living on this
Coast then for us
to go to Southampton
Island and land
Mr. Caplin. There is
no chance of going to
Repulse Bay as the
N.E. winds will have
filled up all the
waters north of Waigat
River.

The wind this evening
is inclined to haul to
the E.N.E.

Saturday,

August 23

1919

The wind still N E
The Police Boat left
(Quinn) here for Chedoke
Inlet at 6 am where
the Hudson Bay steamer
is expected to arrive
the 24 Sunday

Mr. Sedon wishes
and insists that we
first go north to
Southampton and land
Mr. Popham then return
and land here
this is directly opposite
to what I would do
Continued

at 8 am started to
take up the anchor found
the stock gone on Port
anchor stopped heaving
and I went ashore to
find something to make
a stock of looked
over the Island and
then around the Police
Station but could
find nothing suitable
came on board and
started to make a
stock of what we had
after dinner we got
under way and went
out but before we

August 23
Continued

got out till ran on a
reef this was at high
water or noon after
as the vessel at once
began to list we at
once got sail on the
vessel the wind being
strong from east hoping
to press her over and
slide off but it did
no good and seeing we
could not get her off
as the tide was falling
fast we got some
Provision out and having
put 3 of the Boats over
we put Provision in
them and saved what
we could of Value
such as Chronometer
Compass and Sextant
guns and ammunition
we got away from the
vessel but not having
sails for the two whale
Boats (the Pipe Boat
had a sail) (and went
to the Police Station)
while we had to make
for an Island to Seeward
where we landed our
stores this must have
been about 6 pm

August 23
Continued

Mr Caplin and Mr Seder with part of the men had meantime reached the Police Barracks later Mr Seder then later came up to us in a natives Boat with ~~three~~ 3 of the natives it was then decided that he would return to the Barracks with the crew and two boats while I would take the natives Boat and go out to the wreck and see what could be done at high tide but though we cruised about for her in the darkness we could not find her and there being a light at the Police Barracks we gave up the search and got back at 2 am

meanwhile Mr. Caplin had gone off to the vessel in the early part of the evening and had remained on board during the night and returned at about 8 am he reported that the vessel filled with the tide rising and was filled at high tide

August 24

Sunday

Mr Luder did not come to the station last night with the 2 boats and men as expected so I took the native Boat and went off to the Island (about 5 miles) and brought him over there later taking another sail for one of the Boats brought all the men to main land leaving one Boat and some Provision wind fresh from N.E.

August 25 Monday

went out to the wreck and took out some more Provision then I went to the Island intending to bring over the Boat and the stores which remained on the Island but found the Boat leaked so bad that it was best not to take the Provision in it but towed the Boat over empty Mr Caplin brought a load direct from the vessel to the Barracks

Monday
August 25 1919

went off to the wreck
and got some more provisions
and clothing as had not
been taken previously
then I went to the
Island to take the stores
there in the other whale
boat to main land
but found the boat had
been damaged so had
to leave all out
return with what we had
to the station (Police)
Mr Caplin had returned
with a boat load from
the vessel
the crew living in Police
Barracks

919

Tuesday
August 26 1919

Have been working on the
Boats getting ready to
start for Chesterfield
Inlet hoping to meet the
Healden Bay Steamer
moderate weather

August 27 Wednesday
Got started this morning
at 8 a.m. the other
Boat taking more time
we went on a head
had light winds and
calms reach Depot
Island at 8 pm
stopped and had supper
and slept till 4
a.m. there being
no wind could see
Mr. Caplins Boat
but later they landed
at another place

Thursday
August 28 1919

Light air and calm
but by pulling part
of the time we arrived
at Spussell Harbor
where there is a
Hudson Bay Co post
and a mission station
The Police from Hullerton
are also here all are
anxiously waiting for
the steamer to come
we were well received
by Mr. Ford, manager
of the station

There are many
Natives here waiting
to help unload

This Harbor is on
the south shore N.W. of
of Hareway Island

Friday

August 29 1919

The Police started off
in their launch and
went out to find our
Captains Boat they found
them about 10 miles
this side of Deput Island
got back here at night
on our Boat
Leake very much have
been working on it.

Saturday

August 30 1919

making a sail for the
Boat as the one we
used coming here was
one we had taken from
the Police fine weather

Sunday August 31

working all the time
on the Boat and sail
have urged Mr Sedon
that we put the vessel
and cargo up at Auction
this he agreed to
the sail to take place
tomorrow at 11 am.

light fine weather

Monday

September 1 1919

Mr. Liden changed his mind as to being agreeable to sell the wreck and sent me a letter forbidding me to take any action in disposing of the wreck to the highest bidder.

He is acting for the American Arctic Corporation so the wreck was not put up for sale.

Tuesday 2 1919

weather stormy wind strong from north one of the Watson's whale boats went adrift and may be lost we are short of provisions and the Police are doing what they can for us.

Mr. Liden and Captain are staying the women and 2nd mate Hartman and I are at the Company's House while the men are in a house by themselves.

Thin and snow squalls

Wednesday
September 3 1919

a strong gale from North
one of the Cargo Boats
went a drift last night
to day a little more
moderate

we are trying to be
ready to leave here
by next Sunday if
the Steamer does not
come have arranged
with the Police to have
them send their launch
to Fullerton as soon as
the weather moderates
to get more provisions
to enable us to leave
for Port Churchill

Thursday
Sept 4

1919

weather more moderate
The Steamer was sighted
at 6 am (Manapiki)
and came in and anchored
about 10 am

I went on Board and
spoke with Captain Mead
and Ice Pilot Capt Mack
to day they have begun
unloading

and now finished
a new sail I have been
making for the whale
Boat

Mr Leden is now willing
that I should go ahead
and sell the wreck
and all to the highest
bidder the time is set
for tomorrow at 11 am

Friday

September 5 1919

Pleasant weather with
new moderate breeze

The Wreck and
stores were put up
at auction this morning
at 11 o'clock there
were several parties
to bid on her
the Police the H.B.
Post agent Solman -
Ford the Mission
Priest and Captain
Mack Joe Pilaf of
the Steamer

the Highest Bidder
was Sergeant Ferguson
who Bid 370. dollars
and the Vessel and
stores went to him.

The Mascopie is
landing the supplies
here and expects to
finish to morrow

Saturday Chesterfield
9 miles
September 6th 1919

very pleasant the
steamer finished her
work of discharging
and taking on freight
and our crew and
my self came on Board
this afternoon the
steamer started at
6 pm light air
and calm overcast
Board for what I think
one of the Police.
Constable Gater is
also a passenger
we room together
the vessel is some
what crowded but all
is done for our comfort
we have been well
cared for by the
Hudson Bay Company
agent at this place
and the Police have
done all in their
power to make us
comfortable

Steamer Narcopic
Capt Mead
and Capt Mack at sea
Sept 7 1919

Pleasant weather
the vessel's compass
like all others are
very much out so
that the vessel was
found to be to the
northward Cape Kendall
being in sight this
morning to day Pleasant
and of course the
cannon could be well
kept passed Cape
Kenthampton at 7.30
pm and now we
are steering up between
Coats and Macmillan
Islands

The vessel is well
loaded after and kept
in clean condition
and meals well served
we are to stop
at several places
on our way out
of the strait

Monday
September 8 1919

Fine weather with the
wind S.W. increasing to
a strong gale

This morning passed about
10 miles up a bay the
west shore of Mansfield
(Manuell) Island there
was a pack of ice to
west of us but there
was little or nothing
after getting north of
Manuell and Higgins

The wind had increased
to a gale when we came
in to Eric Harbour
where we anchored at
about 3 pm

The manager and natives
came off but there
is too much wind to
go ahead with the
landing of stores

979
Tuesday
September 9 1919

Strong gale from SW
the anchors were taken
up and the ship taken
more to the head of the
Bay as she had
droged out a little
will have to wait till
more moderate weather before
landing keeplogs

The natives of this
locality so far as I
have seen are all half
Breeds no pure blood
nature among them

Wholstenholm
Wednesday
September 10 1919

The wind moderated
so that the vessels goods
for this place were
landed most of them
this fore noon then had
to wait till 6 pm
on account of the tide
when the remainder
was landed. The wind
shifted at 8 am from
S.W. to N.W. and has
rained and snowed
all day. one man
is leaving here to go
home in the vessel
I have helped in
landing the goods so
has our second mate
Mr Hartman.

Thursday

September 11 1919

Moderate N to wind
overcast

we started from Eric
Cape wholsterholm at
6 am. here had smooth
sea passed between
Charley Island and the
main land

saw a small schooner
near Cape Weyer
supposed to be the
same one we saw August
15 off Belle Island
she was working to the
west
no ice to be seen

Friday

September 12 1919

Came along under slow
speed and with light
Moderate breeze from
S.E. overcast

Came by Big Island
early and came in
to Lake Harbor at
8 am. Took a
native Pilot who with
his family had been
waiting on one of
the outer Islands for
the vessel's arrival.

The vessel has been
discharging lumber and
Coal. Light rain and
snow throughout the
day fresh South East
wind, at night calm
this is well kept
up station. The Harbor
being well inland.

Saturday

September 13 1919

Fine weather
have been landing
deal and bringing off
goods

This station is head
quarters for several
other stations in
the straits

and is a well kept
up station like
the other there are
a number of well
built buildings and
all kept painted

Sunday Lake Harbor
September 19 1919

Pleasant weather
with the wind north
west moderate

finished the loading
of goods at one am
and took in all the
Boat this fore noon
got under way at 11
am took a native
Pilot and dropped him
at Beem Island at
noon saw Band
ja fait Chimo.

have a few passengers
such as Prospectors
and others who have
been working for the
Company also a
merchman Mr Park an
old man who has
spent many years
among the natives here

Monday
September 15 1919

Pleasant weather
had a fine run over
to the Entrance to the
River where Looksook
where Ahims is situated
but on account of the
tide not being right
for us have come &
anchor outside the
Beacons weather becoming
threatening a little rain
falling at night

Tuesday Fort Chimo
September 14 1919

Overcast but generally
good weather a little
misty at times

Now the Pilot (an old
Eskimo man) coming out
to the vessel and got
under way at 11 am
and came up the River
and anchored off the
Post there is also
a French trading Post
here both being on
the left bank going
up this is about 25
miles up the river
in places favorable
there are groups of
spruce trees of small
size but very
pleasing to see
the natives seem to
be more of the Indian
type though there
are some Eskimo
types

Wednesday
September 17 1919

Pleasant weather with
fresh S.W. winds
have been landing
stores and provisions
can only land goods at
high tides
at low tide the water
is fresh the ebb and
flow run very swift
and the rise and fall is
over 30 feet (no mark)
the river here is
about a half mile wide

Thursday Fort Chimo

September 18 1919

Very pleasant with wind
fresh from S.W.

By waiting the night
high tides we were able
to get away at 2 pm

have taken on several
passengers several men
two women and five children

the natives around

Fort Chimo are Indians
and Eskimos and

though they seem friendly
there is an undercurrent
of animosity.

chims
1919
the wind
at
e able
m
and
men
children
and
Indians
friendly
ment

Friday Part Burwell
Sept 19 1919

Variable weather
to day but last
night the weather was
fine
we arrived here at
Part Burwell at 9 am
and have been
Discharging Coal and
stove

The natives of this
vicinity are the real
balks

Saturday Port Business

September 20 1919

Loaded four rafts
of coal but the
weather becoming stormy
and blowing heavy work
was stopped at noon.

This place is I think
the most northern fishing
station on the coast
of Labrador though
this season so far has
not been a good one
the cod fish are taken
in traps or pounds
and is done by white
people from Newfoundland.

Bussell

919

after
the
stormy
work
in
think
liking
at
ugh
has
one
taken
de
kita
munk

Sunday

September 21 1919

Discharging coal and lumber and took in freight such as fish (salt) and people were out fishing and caught about 200 codfish a few were caught from the shore all were taken by jigging this is done without using any bait but by pulling the hook up continually moderate weather with snow this afternoon

Monday

September 22 1919

Snow fell during the night so that the land was covered

The Boats were all taken in early and the ship got underway at 9 a.m. Steaming up to Grey Straits which we came through snowing quite thick as we were part way through

To day the weather has been quite pleasant with the wind west are keeping the land in sight have passed a few Berge

1919

The
land
taken
ship
which
thick
at
weather
pleasant
land
passed

Tuesday
September 23 1919

The weather has become stormy wind N.E. with snow most of the day we have 3 women and 6 small children among our passengers of course they are feeling sick from the motion of the vessel have passed several Bergs

from Port Burnell
Wednesday to St Johns
September 24 1919

Strong winds from N.W.
during the night
to day weather improved
passed Round hill
Island at about noon
this morning early
passed the Bull dog
reef close aboard
a few Berge seen
during the day
everything going well

From Port Burwell
to St John N.F.

Thursday
September 25 1919

Generally pleasant passed
the Funk Islands at
3 pm moderate breeze
and long swell from
N.E. overcast

all are packing up for
leaving the vessel at
St John (that is the
passenger)

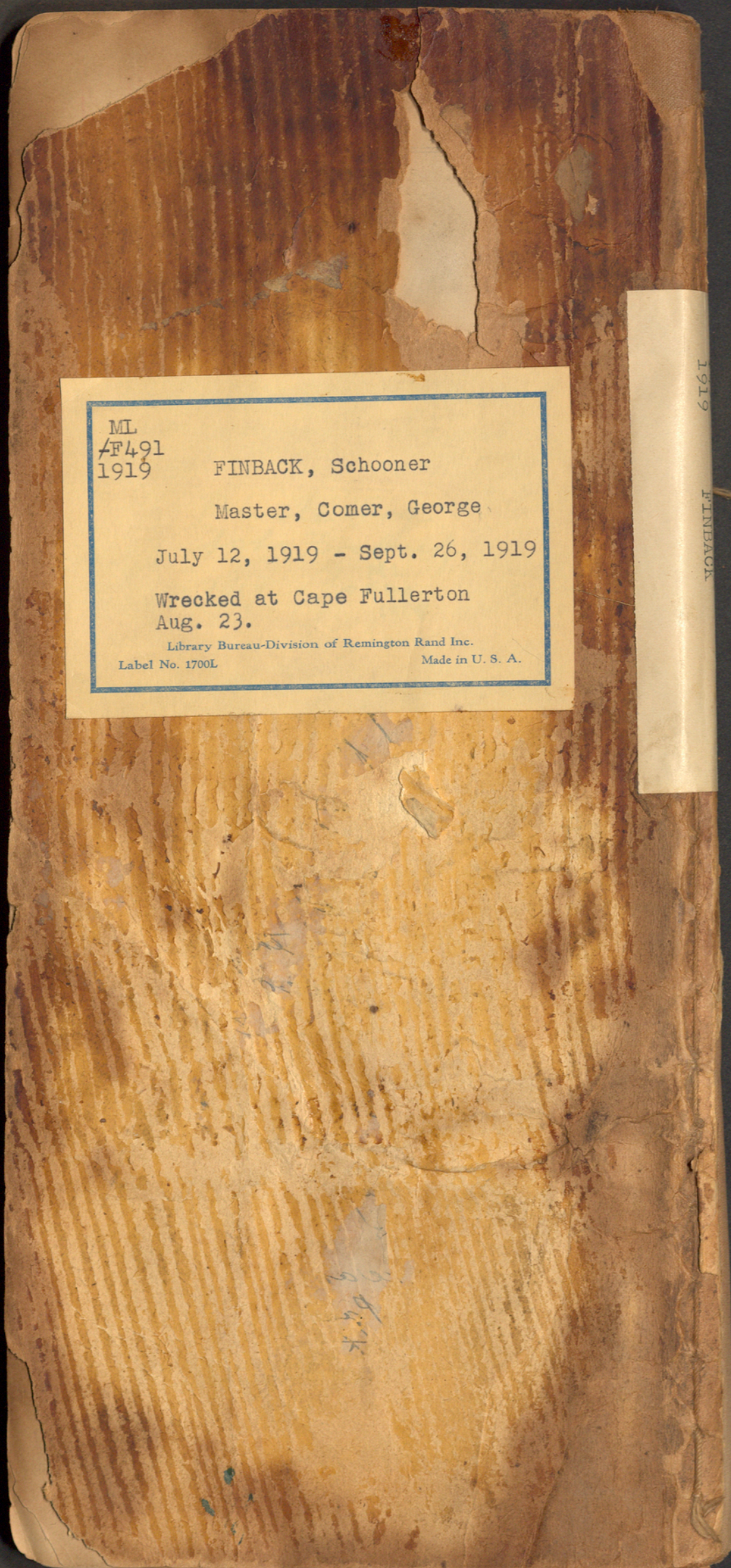
Sept 26

arrived at St John
early morning and
the men were taken over
by the Consul ^{Mr Benedict} and placed
in Seaman's Institute
Greenall Building
while I stayed at the
Croshie Home

we were not sent on our
way Home till the 30th
coming by train overland
to Port aux Basques
thence by boat to Bellefleur
to Sydney where we
were transferred by the
Consul there ^{2nd Oct} Mr Freeman
to the Consul in Halifax
where we were put up
over night at a cheap place

called the 5 sailors Home
on the night of the 3rd
on the morning of the
4th we again started on
our way at 7 am by
train and by way of
Annapolis Valley to
Yarmouth where we
took the Boat north bound
for Boston where we
arrived Sunday am
we were met by
Mr Henne of the Agents
and the men were paid
off and sent to their
Homes while I had to
remain over to enter a
Protest before Slayds Agents
but from Boston I had
to go to New York by
boat where I had to
stay till Wednesday and
finally arrived Home
that evening sick with
a cold and some fever

Home
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 1919

FINBACK, Schooner
 Master, Comer, George
 July 12, 1919 - Sept. 26, 1919
 Wrecked at Cape Fullerton
 Aug. 23.

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