

## ELLIS' CRACKERS FOR CHRISTMAS FUN

"The Fun of the Fair."

What would Christmas be without them? As they Crack and Snap—as queer Hats, Caps, Toys, Jewels and other surprises tumble out—the Children are delighted, and Grown-up's become Children again.

Ellis' Merry Crackers will enliven your Christmas Festivities. The Designs, Colors and Varieties this Season surpass all previous Christmases. Come! and See!

**ELLIS & CO., LIMITED,**  
203 Water Street.

dec5,eod,tf

## Newfoundlanders Abroad

Captain Richard Gosse of Vancouver.

(H. F. SHORTIS)

In the Evening Telegram of October 13th, I published an account of the vessels lost in the Great Gale of Labrador, October 13th, 1885, just thirty-seven years ago. Since then I have received further information, taken from a letter sent to the firm of John Munn & Co. by the late R. D. McRae, father of the enterprising young business men John and Frank McRae of R. D. McRae & Sons. John McRae went down to Grady in the S.S. Vanguard, with all speed and assistance, and was there at the time the sufferers were looked after by his father, to the best of his ability. Mr. McRae's letter gives details that I had forgotten in my last communication on the terrible disaster of the above date, and will speak for itself:

GRADY HARBOR,  
October 19th, 1885.

Mr. R. S. Munn,  
Dear Sir—Your note by S.S. "Hercules" received Saturday morning, and pleased that you were hurrying the S.S. "Vanguard" away for this place where she is badly wanted now.

The "Hercules" brings a wretched account of the gale from Cape Charles to Indian Tickle. Some twenty-nine vessels lost, "Anastasia" (brig) escaped all right. One lost at Sand Hill Tickle, "Excel" lost at Black Island, where 21 of her crew perished. "I am away" a total wreck. "Trial" on dry land with keel broken. "Augusta" of Brinkham, Capt. Haxham, with 3,700 quintals fish a total loss. "Brundet" ashore, stern out and rudder broken; both sold and purchased by E. Dawe & Bros. They are taking home 1000 in "Slipper" and more in "Pope." Latter reported to be making much water. "Prince" rode the gale out in Grady, and is ever since waiting for a time to start. Wind South and much fog all the time. "Nimrod" all right at Curlew, and now here ready for a start. "General Gordon" at South East dismasted. "Scout" and "North Star" both total wrecks at South East, and the "Sisters" there dismasted. Hester and Lindsay all right at Dumluping. "Cabot" Capt. E. H. Mercer, a total loss. "Flora" and "Leopard" (James Snow) total loss. Another three dismasted, leaving 180 souls on the island with scarcely anything to eat and all trying to get to Grady.

I am at a loss what to do with them as I have only 27 barrels flour, still I am in hope that we will be all right until the S.S. "Vanguard" arrives when I will try pick up all and start as quickly as possible. I trust that this craft will make a good time home so that the Government will know the state of affairs and send on some steamer to take the people off the coast. Some crews in the Bay without a morsel for the winter must be looked after by the Government. Wishing all hands well, I remain your Obedient Servant.

R. D. MCRÆE

It is needless to say that the S.S. "Vanguard" was rushed to the scene as quickly as possible, and the Government of the day also performed their duty. Nothing was left undone to make the poor shipwrecked fishermen comfortable and have them conveyed to their homes and families.

HOW "THE TELEGRAM" CIRCULATES.  
When our good friend and fellow-countryman, Hon. Donald Morrison, at present residing in Hollywood, California, U.S.A., received the Evening Telegram, containing my account of the Great Gale, he forwarded it to Capt. Richard Gosse at Vancouver, knowing that that enterprising Newfoundland would be interested in the account of the gale, or, in fact, anything relating to his native land.

By a reason mail I have perused a letter from Capt. Richard Gosse of Vancouver, British Columbia, who states, therein with feelings of sadness, as to his name being in my published list, and his fine new schooner, the "Gleaner," loaded with fish amongst the lost—and that it was this disaster that compelled him to leave the shores of Newfoundland and seek his fortune elsewhere. It is not surprising that he should seek British Columbia, which, at that time, was just pulsating with young life, owing to the completion of that gigantic undertaking—the Canadian Pacific Railway across the Continent. Before giving a brief sketch as to what Capt. Gosse has performed in the Salmon Fishery of the Pacific Coast, I must give a few words on his early life in Newfoundland. He was born in Spenard's Bay, Conception Bay, and prosecuted the Labrador codfishery for

many years, and nothing gives him greater pleasure than to relate his experience during the many springs he was to the seal fishery in the S.S. "Neptune" of Job Bros. with that successful old viking, Capt. Edward White. In the letter referred to above Capt. Gosse states that the year 1885 was a most disastrous one—one of the worst in our history—and was the ruin of many hitherto prosperous planters and fishermen, and, of course, the merchants suffered also, because any disaster that strikes the one, is felt by the other also. Their interests are identical.

Capt. Gosse was in the gale of June 7th also of 1885, and anchored alongside the "Mary" of Trinity, belonging to Capt. Richard Fowling. When the "Mary" with two others in the harbor went ashore, Gosse's vessel managed to ride out the gale. My account in the Evening Telegram also mentions the gale of October 9th, 1887, and Capt. Gosse was then 15 years of age, and was fishing at Orleans or Collet's Island, Labrador. Capt. James L. Keefe's splendid brigantine "Vesta," which I remember well, was driven out of the harbor by the force of the gale, and she struck on an island going out. Several of the crew tried to jump ashore, but were all drowned in the attempt, except one man named Keefe, who, with several others, lashed themselves to the captain, and were taken from the wreck three or four days afterwards off Battle Harbor by the S.S. Mastiff, then bound to Punch Bowl to load a cargo of herrings for Montreal. Another gale long remembered by the people of this country, and which many of the vessels rode out, caused a sad disaster at a place called Cat Harbor, on the Strait Shore, when the vessels were returning from Labrador, and the brig "Adamant," owned by Capt. Mark Alcock went ashore, and Capt. John Munn (father of John G. Munn, at present in Bowring's Bros. Dry Goods Store), with several others, lost their lives. The boat in which Capt. Munn was, while attempting to get another line ashore to secure the vessel, capsized, and although they made heroic efforts to get ashore, and Capt. "Johnnie" (as he was familiarly called) would have succeeded, but another man pulled him under at the last moment and nothing could be done to save him. This occurred in the fall of 1888. Is it any wonder Capt. Gosse says, there is sadness in his thoughts, as he looks back to his early days in his native land?

### AN ENTERPRISING NEWFOUNDLANDER.

Now I am going to tell your readers about some of the work performed by Capt. Gosse in British Columbia. There were "hard times" in Newfoundland in the eighties, which culminated in the great Bank Crash in 1894. The fishermen triumphed over many disasters, but the competition of the Bounty-fed French fish at St. Pierre spelled ruin to our merchants, and many of our young men, the "Flower of our Country," were driven to seek homes and employment in Canada and the United States, but the pluck and enterprise were in our boys and they were determined to forge ahead. Capt. Richard Gosse arrived in Vancouver if not penniless, certainly not a millionaire, and looked out for a job. He heard that a large Salmon Cannery was to be built and he applied for work. The contractors made him foreman to build the wharf, and he performed his task so well, that when they started building the stores he was again employed. The times were depressing then and the prices of everything were high, but he received a good salary of three dollars per day, and was well satisfied with his work, and his employers were satisfied with him. Just as he had finished building the Cannery on the 11th day of June, it took fire, and within one hour it was a mass of ruins. The big Cannery and all the other buildings were destroyed, except the Mess House, or as we Newfoundlanders call it, the Cook Room. Fortunately the owners were covered by insurance, and the last of the insurance adjusters were not through with their work until the 19th of June. In the meantime the owners gave Capt. Gosse a contract to put up a new building in time for the first salmon run, which always strikes in at the Fraser River, the first week in July. Before the insurance adjusters were through their work he had 550,000 feet of lumber on the ground, and was ready to erect the new "Star" Cannery, which was a very large building at that time. From the front to the back it was 220 feet long by 90 feet wide and three storeys high, with an extension along the shore of another building 180 feet long by 80 feet wide and two storeys high. The insurance adjusters finished their work on the 19th, and Capt. Gosse started with 80 men at 3 o'clock on Saturday morning June 20th. On Monday they had 135 men at work, and in five days they had that building completed. They worked every day from 3 o'clock in the morning till 9 o'clock at night. How that for a young Newfoundland! These were the big days of the salmon fishing on the Fraser River, and they had that Cannery in working order on the 2nd July, as if nothing had happened. Costello and McMurdo were big men in the canning business at that time, and were owners of three large Canneries, but went into insolvency a few years after, all through possessing no

practical knowledge of the business. Such is life.

### ENGAGED IN SALMON PACKING.

Capt. Gosse purchased three canneries from the assignees, and extended the business still more, as I have seen by reading "A Treatise on the Salmon Fisheries" published by the Government of British Columbia. They make all their own line, and with the most improved machinery turn out 90,000 cans per day. His youngest son is in charge of Bella Bella Cannery, where he put up 2600 cases (of 96 half-pound tins) in one day last summer. His crew of 250 men and women did this work from 7 a.m. Saturday until he finished at 1.30 on Sunday morning. It was a wonderful undertaking to clean up and cook all that salmon in one day, but it was done. During the past season they packed 165,000 cases of salmon and are now turning their attention to Herring and Pilchard (which is a small herring similar to sardines). I wonder how many barrels of small herring are thrown away in Newfoundland? They have taken in 350 tons of Herring already, but intend to purchase six or seven times that quantity. Captain Gosse says that some of our smart boys in Newfoundland should get ahead with the herring canning business, as the kind of herring they can are the very ones that our fishermen throw away as valueless. Now this comes from a practical and most successful and experienced Newfoundland fisherman, and should set our people thinking. "When you put up a good article," says Capt. Gosse, "there is always an unlimited demand for your output, if you work the business right." They have their cannery fish going everywhere, and have a carload now on the way to Prince Edward Island (at our very door), and expect to get their brands established in Newfoundland before our people wake up—so he says, and he is one of ourselves—and probably the most successful Newfoundland that ever left our shores.

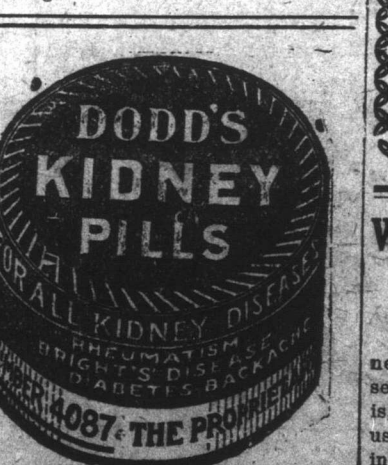
### BUSINESS CONNECTIONS.

From the Report of the Commissioner of the Fisheries in British Columbia, I notice that Capt. Gosse is President of Gosse & Millard, Ltd., and are the Proprietors of the Vancouver Company; Star Cannery and Burrard Cannery situated on the Fraser River; the McTavish Cannery at River Inlet; the Sunnyside Cannery at Skeena River; the San Martico Cannery at Vancouver Island; the Bella-Bella Cannery at Bella Bella, where they put up the famous G. M. Ocean Products. This Company was re-organized and registered Oct. 7th, 1922, with one million dollars capital. I am sure these facts that I have mentioned about Capt. Gosse will prove interesting to the Telegram readers at home and abroad, and it shows what our Newfoundland boys do when they work in the right direction, and give their best efforts to any enterprise they take up—whether it is building wharves, erecting stores, canning salmon or anything else. It is pleasing to tell these stories at this time of the year, when the readers of the Telegram have time to think over them at the fireside, and I trust it will stimulate the ambition of the younger generation to go ahead in the footsteps of Captain Gosse, and work up new industries for the benefit of our beloved country.

I am safe in telling your readers that nothing pleases him better than to have a visit from his countrymen—the Newfoundlanders—in British Columbia, and then he tells them all that there are greater opportunities for profitable work in the fisheries of Newfoundland than there are in any other country in the world. All that the boys need are progressive methods and new ideas, and there are scores of fortunes to be made in Newfoundland to the one that can be made in British Columbia. Capt. Gosse is hale and hearty, and visited all the Salmon Canneries on the British Columbia coast the past summer as far North as Alaska, over two thousand miles of coast, and he says, they have had a good fishery this year, and believes the salmon will last many years yet; but there are good and bad years, like in every other country. We wish him a real Happy Christmas, and hope he will be spared to again visit his Native Land, and enjoy his great work for many years to come.

For Gentlemen of good taste—  
Cub Cigarettes.—sept28,tf

The daytime costume of imported novelty woollens shows the long line from shoulder to hem in the side opening.



## STAR MOVIE TO-DAY

ADOLPH ZUKOR PRESENTS

## "The Kentuckians,"

A CHARLES MAIGNE PRODUCTION IN EIGHT PARTS.  
A Picture in which Monte Blue plays one of the best parts of his career.

Carmel Myers and Wallace MacDanald  
IN EPISODE TWO

## "Breaking Through."

MISS MAJOR PLAYS A VIOLIN SOLO AND DANCES A BUCK AND WING DANCE. JUST SEE HER.

COMING—LON CHANEY in a Jewel Production De Luxe "THE TRAP"—in nine parts. A Picture for male and female, young and old. One that is worth walking miles to see and one to be remembered.

## Casino Theatre

TO-NIGHT MAE EDWARDS PLAYERS

A THRILLING, AMAZING PLAY

## "THE UNLOVED WIFE"

The Lives of a Million Women Wasted! Are You One of Them?  
EVERY LINE A SMILE OR A TEAR.

THE UNUSUAL! GRIPPING! FASCINATING PLAY!

Have you your Seats for The MATCHMAKER? If Not—Why Not?  
Seats Now on Sale at Hutton's Music Store.

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## HIGH GRADE PROVISIONS

At Prices that Save you Money.

FLOUR—Our leading Brands include WINDSOR PATENT, OUR OWN, WHITE OAK.

Also Large Stocks

BEEF, PORK, MOLASSES, SUGAR, GRAPES, ONIONS, BUTTER, CHEESE, APPLES.

Our up-to-date Shipping facilities ensure prompt service.

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receive our usual  
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**Ayre & Sons**  
LIMITED  
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## "Windsor Patent"

ON THE

"Manoa" and "Mapledawn"  
To-day and Thursday

**HARVEY & CO., Ltd.**

### Why Cats See

in The Night.

Since sight is dependent upon light, neither the cat nor anything else can see in total darkness. Such darkness is, however, experienced by few of us, unless we happen to be locked up in a safe or underground dungeon.

What we ordinarily call a dark room, say our bedroom at night, is really full of tiny rays of light which our eyes can faintly make out once they are used to the change from full light there is and sees.

These rays the cat is able to pick up easily and distinctly. Its pupils, more than our own, while its eyes in addition carry at the back a sort of reflecting mirror, which accounts for the cat's eyes gleaming in the "dark." The cat, therefore, reflects the little more than our own, while its eyes in

## READ!

Why use inferior Rods when

**Genuine Japroid**

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Plain Green Slate surface

per Roll . . . . .

Plain Red Slate Surface

per Roll . . . . .

Plain Mica Surfaced

Roll . . . . .

Corrugated Rubber, heavy

per Roll . . . . .

Smooth Rubber, heavy

Roll . . . . .

Imprinted Slate, Green

Black per Roll . . . . .

Special prices for quantities.

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**Horwood Lumber Co.**  
Limited,  
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**ST. JOHN'S GROCERY STORES**

Small Green Cabbages  
5c. lb.

Pork Jowls,  
Finest quality 15c. lb.

Local Turnips,  
10 lb. for 25c.

Beef Boneless . . . 11c.  
Beef Finest Family . . 12c.  
Beef Special Cut . . 13c.

P.E.I. Parsnips.

Pork Small Ham Butt 14c.  
Pork Fat Back . . . 15c.

P.E.I. Carrots.

Spare Ribs. . . . . 16c.

Large Dry Potatoes,  
12c. gallon.

Bologna Pickled,  
20c. lb.

**J. J. ST. JOHN**  
DUCKWORTH STREET  
LEMARCHANT ROAD

sept21,12,tf

## "My Hands Trembled and I Could Not Sleep"

Mr. Thomas Honey, Brantford, Ont., writes—



"When I began taking Dr. Chase's Nerve Food, I was so nervous that when I picked up a cup of tea my hand would tremble like a leaf. I could not sleep well, could not remember things, and there were neuralgic pains through my body. After taking seven boxes of Dr. Chase's Nerve Food, however, I am in perfect health."

**DR. CHASE'S NERVE FOOD.**

At All Dealers.  
GERALD S. DOYLE, DISTRIBUTOR.