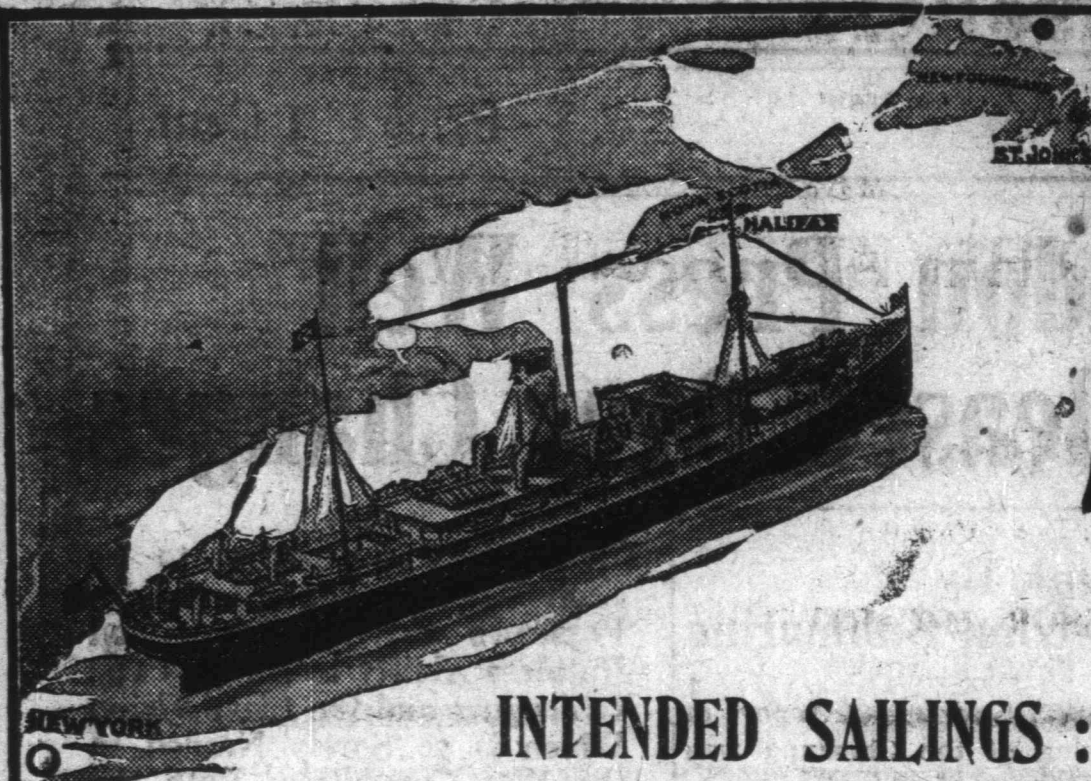


Red Cross Line



INTENDED SAILINGS:

S.S. "FLORIZEL"

FROM ST. JOHN'S FROM NEW YORK
S.S. FLORIZEL, Dec. 29th. S.S. FLORIZEL, Dec. 9th.

Harvey & Co., Limited
Agents.

When next you require Roofing think of

CROWN BRAND ROOFING

Quality first. Costs a little more than the cheap kinds, but The Value is there.

THE DIRECT AGENCIES, LTD.,
SOLE DISTRIBUTORS.

SKINNER'S MONUMENTAL WORKS

Established 1874—and still growing stronger

St. John's, N.F. - - - 329 & 333 Duckworth St.



On hand a large selection of
MONUMENTS and HEADSTONES

Our new catalogue of Photo Designs now ready for Outport customers. Thousands have testified their satisfaction with our Mail Order system of buying Headstone and Monuments.

N.B.—None but genuine Frost Proof Tested Stone Sockets supplied with all orders; refuse imitations now in the market. Give us a trial order and get the best there is. Price List sent to any address on receipt of postal.

BRITISH

THE POWER OF PROTECTION

Buying a BRITISH SUIT Means PROTECTION from High Prices

PROTECTION in Material.

PROTECTION in Style.

PROTECTION in Fit.

Every Man and Boy Needs

PROTECTION Have It!

The British Clothing Co., Ltd.,

Sinnott's Building
Duckworth Street, St. John's.

Shipwrecks and Loss of Life on the Coast of Newfoundland.

BY JAMES MURPHY.

In the history of Newfoundland on more than one occasion dogs have played a prominent part. In the account which I render to-day of the saving of the crew and passengers of the Dispatch, a dog was the foremost to the rescue. Talking of dogs reminds me of a story I read in Harpers New Monthly Magazine which was published some sixty years ago. One fine vessel was driven on the beach of Lydd, in Kent. The surf was rolling furiously. Eight poor fellows were crying for help, but no boat could live in endeavoring to go to their assistance. At length a gentleman came on the beach accompanied by a Newfoundland dog. He directed the attention of the dog to the wrecked vessel and put a short stick in his mouth. The intelligent and courageous animal at once understood his meaning. Springing into the sea he fought his way through the waves, he could not, however, get close enough to the vessel to deliver that which he was charged, but the crew understood what was meant, and they made fast a rope to another piece of wood and threw it towards him. The noble mastiff dropped the one in his mouth and seized that which had been cast to him and then with a degree of strength and determination scarcely credible, for he was again and again lost under the waves, he dragged in through the surf and delivered to his master. A line of communication was then formed with the boat and all on board were saved.

We have Grace Darlings in this country. If the opportunity offered tomorrow I would not doubt for one moment but that the robust daughters of the hardy fishermen of our rock-bound shore would show their skill and courage as much as ever did Grace Darling of old.

To-day, as promised, let me tell you of the brave deed performed by a fisherman named Harvey in 1832, and of the heroic part shown by his son, and his fair young daughter. Some years ago this tale appeared in an English newspaper and it reads as follows:—"George Harvey had lived all his life on a low rocky island, a few miles East of Cape Ray, well-named by the French from the numerous wrecks in that vicinity. In those days the old emigrant ships to Canada were crowded with passengers. In the autumn of 1832 the brig, Dispatch bound to Quebec with 163 souls on board in a tremendous gale of wind struck a rock about three miles from Harvey's residence. He heard the signals of distress and immediately launched his boat with his boy of twelve, his girl of seventeen and his dog, and tried to get out to the wreck. A terrible sea raged between his boat and the wrecked ship, but across the awful waste of water the gallant fisherman and his brave children pushed their frail skiff. To get close to the stranded vessel was to court instant destruction and the task of saving the emigrants seemed well nigh hopeless, but Harvey's noble Newfoundland dog, deep diver, bold swimmer, with marvellous intelligence seemed to understand what was required of him, and at a signal from his master sprang out of the boat and swam towards the ship. The seas overwhelmed him and drove him back, but he persevered, and finally came near enough. The sailors threw him a rope which he gripped with his teeth and at last he got back to his master and was drawn into the boat, almost dead of exhaustion. Communication was now established between the ship and Harvey's skiff, and with the most laborious efforts every soul was saved. The King was so pleased with Harvey's gallant exploit that he sent him a present of 100 sovereigns and had a large gold medal especially engraved with a description of his exploit and sent him an autograph letter through the Governor. On September 14th, 1833, he again saved twenty-five men, the crew of the ship Rankin, of Glasgow, belonging to Rankin and Gilmore. The ship went to pieces. The crew were hanging on to the iron rail that ran around the poop, when in the same gallant fearless way he and his brave children brought them off in safety. The above is a story which ought to make every Newfoundland feel proud of his country. As I said before, if opportunity offered to-day as in Harvey's time, young men and young women would display the same courage as was shown by the boy and girl of the heroic Harvey. In 1835 a large Barque named the Mantles was lost at Golden Bay, near Cape St. Mary. The Mantles hailed from Belfast, Ireland. She sailed from Quebec in December, bound to Greenock, Scotland, laden with a cargo of square timber, flour,

potatoes and other commodities, and on the 9th of December she ran ashore at the place mentioned and became a total wreck. The Captain, eight of the crew and four passengers were drowned. The remainder of the crew, eleven in number, including the mate, were severely frost-bitten before they succeeded in reaching the shore in safety. They were afterwards taken to Placentia, where much kindness was shown them. That same year the brig John, bound from the port of St. John's to Cork, for orders, foundered on the 6th December in mid-ocean, and but for the timely intervention of the ship Wexford, commanded by Captain Quinn, the John with her crew and passengers would have gone to the bottom. The George, Capt. Moran, of Carbonear, was lost in the same month in a heavy gale of wind, the vessel foundered off Hr. Grace Island, her crew were saved. The grandfather of the Messrs Job Bros. received a letter in 1848 telling of the loss of the brig, William Kelson, and the miraculous escape of two of her crew. It reads as follows:

"Trinity Bay,
March 11th, 1848.

"Sir,—
"I am sorry to inform you that the brig, William Kelson was lost on the night of the 21st ult. at the Western Hd. of Green Bay a little below the Horse Chops, between 11 and 12 o'clock. The Captain (Robbins) his son, the mate and three of the seamen are lost. Two seamen are saved and are now at Trinity. It appears from their statement that they had 38 days passage from Cadiz made Cape Spear, and came along St. John's shore, passed Baccalieu just before dark and ran until about 8 o'clock when it became thick and blowing hard from the S.E., hove to for about two hours. He was bound for Catalina, but last made up his mind to run for Trinity and again made sail, and soon after doing so found himself between the Western and Northern Heads of Green Bay, and having but small sail set she could not beat out and went ashore. The crew took to the jolly boats, but a dreadful sea broke on them and swamped the boat, fortunately the two men who are saved caught hold of the main rigging and ran to the main top from which they swung themselves to a shiver in the cliff, as she was sinking they had about two square feet to stand on and could not climb any higher, neither could they descend. They used to hold each other in turn while they slept. They were nearly naked and totally without food, still they managed to hold on upon the narrow shiver of the rock from the middle of Monday night till 11 a.m. the following Thursday, when they were lowered down by a rope from aloft into a punt. One of them is a Bonavista man, by the name of John Landen, and the other an American, of New Jersey, United States, by the name of Gideon Badger. They are both very much frost-bitten."

(To be continued.)

The Teutonic progress against Roumania in the third year of war while holding the Entente forces on all the other fighting fronts should make every eligible young man in every part of the Empire realize that he is not doing his full duty if he is not in khaki.

NEYLE'S

246 Water Street.

HARNESS

We manufacture all kinds of Slide Harness.

FELT SWEAT PADS

STABLE RUGS

for Horses.

HORSE SHOES

Snowball sharpened for winter use.

SHOT

4 and B.B.

CARTRIDGES

12 gage loaded with Black and Smokeless Powder.

BOLTS and NUTS

Slide Bolts, 3/4 x 27 inches.

3/8 x 31 inches.

No. 6 Horse Shoe Nails.

COOPERS' TOOLS

White's Adzes, Plain and Check Face Chamfer Knives.

NEYLE'S HARDWARE

GREATEST FLIGHT BY FRENCH AIRMAN

60 Miles Per Hour for 437 1/2 Miles
—Wonderful Feat of Capt. de Beauchamps

LONDON, Nov. 23.—(New York Times cable)—A dispatch to the London Times from Vicenza says:

All Italian aviation camps and anti-aircraft batteries had been notified of the flight of Captain de Beauchamps, and were on the lookout for him.

Particulars, now available, of one of the greatest flights in the history of aviation are to the effect that the airman left the Haute Marne department at 7.30 a.m. on an aerial machine of the Nieuport model in unfavorable weather conditions. His route lay over Colmar and the Black forest. He kept at a great height and eluded the vigilance of the Germans. The air currents were icy and at moments the enterprise seemed desperate. Munich was reached at midday and the airman swooped down on the station, on which he let fall six bombs from a height of a few hundred feet. He says the effect of the explosion was quite visible.

Rising swiftly again, he flew south-east, following the valley of the Inn to Innsbruck. Reaching the lower Piave he mistook it for the beginning of the Venetian lagoons, and at 2.45 landed in a field near San Dona di Piava.

The aeroplane remained in perfect condition during the entire flight, but the motor and propeller were slightly damaged in the act of landing. Beauchamps maintained a speed of slightly over sixty miles an hour for the 437 1/2 miles. He covered and reached a height of between 12,000 and 13,000 feet. The velocity of the wind currents varied from sixteen feet per minute at 3,300 feet to 72 feet per minute at 10,000 feet. The French airman received a great welcome in Venice.

LOWER DECK HEROES

There has been some comment in the British press regarding the curiously small list of awards to navy-men of the lower ranks and ratings for their part in the battle of Jutland. Only four warrant officers were mentioned. A writer, "Admiral," in the United Service Magazine, says it is far more difficult for the men of the lower deck to obtain special notice than it is for commanding officers.

But even when the navy-men do gain special notice, the Admiralty would seem to be tardy about promoting them. Of the officers decorated or commended after the Jutland battle, 46.5 per cent. were also given promotion. Only 9.5 per cent. of the relatively few men of the lower deck who did obtain special notice were also noted for promotion.

Rudyard Kipling has been delving into a report in the possession of the Admiralty, and describing the perils of a destroyer, which he calls the Elbis, he says:

There were three wise men who saved the ship whose names must not be forgotten. They were Chief Engineer-Room Artificer Lee, Stoker Petty Officer Gardiner, and Stoker Evans. When the funeral carried away it was touch and go whether the foremost boiler would not explode. The three "put on respirators and kept the fans going until all the fumes, etc., were cleared away." To each man, you will observe, his own particular Hell, which he entered of his own particular initiative.

According to a naval writer in the Daily News (London), it is a remarkable fact that not one of those three navy-men got promotion. Stoker Elvins received the D.S.M.—the lowest award it is in the power of the Admiralty to give. In the case of a lower deck man advancement from able seaman at 1s. 11d. a day to leading seaman at 2s. 2d. would hardly expose the Admiralty to a charge of reckless extravagance. A destroyer would lose about \$500,000 and carry a crew of 70 or 80 men; the three men who saved the destroyer mentioned by Kipling had surely earned promotion.

The grudging recognition of the war-rant officers, men as valuable to the navy as the battalion sergeants-major are to the army, is commented upon by "Admiral," who says:

It must have a bad effect on the service if it is felt that the claims of the warrant officers, who are a most devoted body of men, have been unjustly ignored.

While officers and men of the navy, of all ranks, are maintaining Britannia hold on the trident, at the peak of efficiency, there would seem to be a conspicuous lack of imagination in the department of the Admiralty where awards to the lower deck heroes are concerned.—Ottawa Citizen.

ADVERTISE IN THE MAIL AND ADVOCATE

BIG SALE NOW ON

For Men

SWEATER COATS, JERSEYS,
HEAVY TOP SHIRTS,
WOOL UNDERWEAR, FLEECE LINED,
WORKING PANTS, EVENING PANTS,
SUITS OF CLOTHES AND OVERCOATS.

Ladies'

UNDERWEAR, UNDERSKIRTS, TOP SHIRTS,
HEAVY DRESS GOODS, 5 1/2 Yard Lengths.

Come and see our assortment of BLOUSES.

Special line of Children's TOP COATS, ranging from 6 to 14 years, now \$1.75 and up.

SKIN BOOTS ALWAYS ON HAND.

A. MICHAEL,

426 Water St.

Cor. Buchanan St.

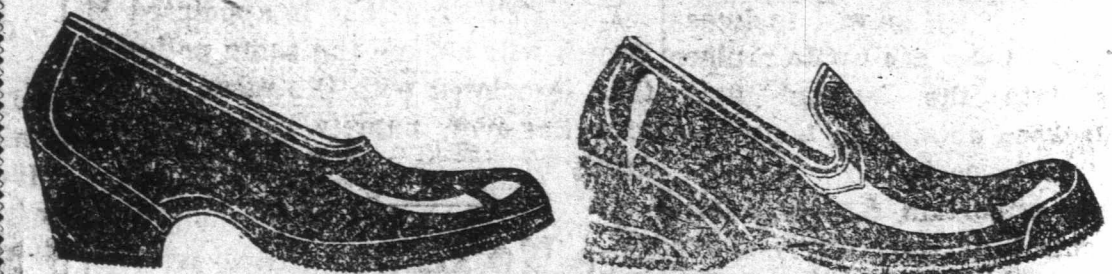
CHISLETT'S MARBLE WORKS

(Opp. Baine Johnston's, Water Street)

P. O. Box 86.

If you want a Headstone or Monument visit our store and inspect our stock. We have the most up-to-date finished work in the City. Write for DESIGN BOOKS and actual PHOTOS of our work. PRICES to suit everybody. FIRST CLASS SOCKET given free with each Headstone. Outport orders especially attended to. LOCAL CEMETERY work done cheaply.

RUBBERS FOR EVERYBODY



50,000 Pairs

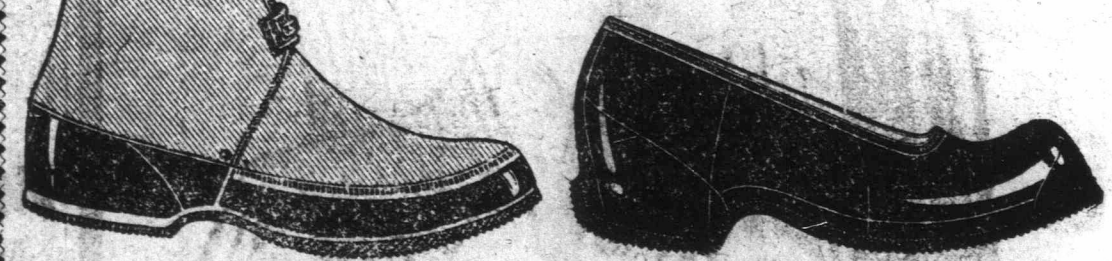
OF

RUBBER BOOTS, RUBBER SHOES AND GAITERS.

For Men, Women and

Children, all reliable

Canadian Brands.



MEN'S RUBBERS	80c. to \$2.00.
WOMEN'S RUBBERS	60c. to \$1.50.
BOYS' RUBBERS	50c. to \$1.00.
GIRLS' RUBBERS	42c. to 80c.
WOMEN'S GAITERS	\$1.60 to \$2.50.
MEN'S GAITERS	\$1.50 to \$4.50.

Parker & Monroe, Ltd.

THE SHOE MEN.

STOREKEEPERS, ATTENTION!

When buying clothing you want:

Good Material,
Good Workmanship,
Prompt Deliveries,

at
Lowest Prices.

You'll get what you want if you place your order with us

with our large staff of 145 employees
We can Guarantee it.

Newfoundland Clothing Company, Limited.

