

Bazaar Closes.**CATHEDRAL SALE WAS GREAT SUCCESS.**

The two days Bazaar organized by the Ladies of the Cathedral Parish, closed last night when Mr. Reg Dowling auctioned the unsold goods which fetched excellent prices. The bazaar was the most successful that the organization has ever held. The second day of the sale opened at 3 p.m. yesterday and there was a constant flow of visitors throughout the day. Another feature of the bazaar was the musical entertainment similar to Wednesday's in which Mrs. H. Outerbridge presided. The C.L.B. Band was present and discoursed sweet music throughout the evening. Viewed from the grandstand the aspect of the floor was very pretty, the multi-colored cushions, flags, and ribbons harmonized perfectly with the decorations of the stalls.

The stallholders were:—China, Ice Cream and Grabs, Miss Stick; Fancy Goods, (Pantry & Co.), Mrs. R. Hayward, Girls' Club; Vegetables, Mrs. G. Snow; No. 1 General, Lady Gordon; No. 2 Aprons, Mrs. Collier; No. 3 Children, Mrs. Butler; No. 4, Batteredchiefs, Mrs. Lockyer; No. 5, Dry, Misses Browning; No. 6, Emmentery, Mrs. Brinton; No. 7, Mrs. McDonalds; No. 8, Plain Work, Women's Association, Mrs. Marshall; No. 9, Candy, Girl's Club, Miss Rowe; No. 10, Wool, Women's Association, Mrs. Snow; No. 11, Fancy Articles, Women's Association, Mrs. Hitchcock; No. 12, Handy, Mrs. Outerbridge; No. 13, Drinks, Mr. Farndale; Tea Tables, Mrs. Hall, Miss Furneaux, Mrs. W. H. Dewey, Mrs. Morris, Miss Jennings and Miss Campbell, Mrs. Earle and Mrs. Paver, Mrs. Job, Mrs. Hamlyn and Mrs. Smith, Mrs. Stick and Mrs. Williams.

The Great Gale of 13th October, 1885.

A Record of Losses.

(H. F. SHORTIS.)

During the past century our fishermen on the coast of Labrador have been subjected to many trying adventures and many sad disasters, and in looking up old records I find that the terrible gale of the 13th October, 1885, was one of the most destructive in our country's history. Much has been written about the great gale of the 9th October, 1867, when our famous sealingmaster, the late Capt. Wm. Jackman, proved himself such a hero, but very little has been written of the great gale of 1885. Among the many vessels lost in the gale of 1885, was the famous brig, Terra Nova, Capt. John Kehoe. She was totally lost, at Indian Tickle. The Terra Nova was formerly the barque Rothesay, built by Michael Kearney, and launched at Harbor Grace on January 21st, 1852. She was built three years before the

Vessels	Master	Owner	Harbor
Winfield Scott	Leung	John Pearce	Cape Charles
Barbara	Richd. Pike	Rogerson	F. Ship's Hr.
Rising Dawn	Jas. Ryan	P. & L. Tessier	Square Isld.
Dash	Jesse Harvey	J. & R. Maddock	Deer Isld.
Notre Dame de Bons	Hamilton	John Rorke	Styles Harbor
Petrel	Henry Parsons	John Munn	Seal Isld.
Annie	Thos. Davis	Patterson & Foster	Ann. Tickle
Phoebe Jane	S. Russell	B. Johnston & Co.	Batteau
British Pride	Ed. Russell	B. Johnston & Co.	Batteau
Caleb Corkum	Thos. Ledrew	B. Johnston & Co.	Batteau
Mary Calpin	Delaney	M. Monroe	Batteau
Mary	Peter Kent	B. & Brothers	Batteau

gale, which was launched on January 30th, 1855. The Ida was built on the site, where the General Post Office now stands. The Rothesay was built at the junction of Victoria and Water Streets, Harbor Grace, and like the Ida, in St. John's, was launched across Water Street into the waters of the harbor. The Rothesay was acknowledged to be "Kearney's chief oeuvre. Judging from the following list, it would appear that the loss of life and property in 1885 exceeds that of any other recorded disaster on the coast of Labrador. The following list, which I have no reason to doubt as being correct, will give a good idea as to the number of vessels lost, damaged or driven ashore, as well as the number of our countrymen, women and children, who lost their lives during the great storm:—

THE GALE OF JUNE 7th.

It would appear from the old diary in my possession that the year 1885 was a memorable year in the annals of Newfoundland history, because the destruction to property was not confined to the great gale of 13th October of that year. I find that on Sunday, June 7th, 1885, the wind which previously had been blowing smartly from the North East, and everything exposed seemed to feel the effects of the gale. Not since the disastrous hurricane of September, 1845 was there anything to equal the gale of the above date. The banking schooner Mary Jane, belonging to Mr. Power of Odein, Pilecentia Bay, Capt. John Conner, lost 2 dories, and the men, The A. K. Walters, P. L. Whitten, I. W. Roberts, suffered heavily. At St. Mary's 12 boats were lost and 5 boats at Bonavista, and the barquentine Christabel, Capt. Olson, owned by Balne Johnston & Co., lying to an anchor at Bonavista, had to have her masts cut away to save the ship from driving ashore. One of the crew named Dougherty was drowned. The banker A. H. C. Capt. Murphy, owned by James Vinicombe of St. John's, became a total wreck off Mobile. crew saved. The schooners Ida May, Sunburst, Minnie, First Trial, Mary and another from Goose Bay belonging to Goodfellow were wrecked. Bird Island schooners suffered great damage; also Catalina and Green Bay crafts bound to Twillingate with cargoes. The Mary belonging to Richard Fowlow, a schooner of 62 tons, was the greatest loss in Trinity. While on shore the gale was from the North East. On Whale's Deep, Grand Banks, the wind blew North North West, and on the Flemish Cap, the Eastern end of the Banks, it blew East North East. Far out to sea it blew a gale of North East. It was a hurricane long remembered by the fishermen.

But the most pathetic incident of all occurred during the great gale of October 13th, 1885, at the White Bear Islands, Labrador, when the topsail schooner Release, Capt. Hayden, went ashore and 25 lives were lost. In fact it could be written to read like a romance, and is undoubtedly one of the most pitiful stories I have ever heard. The story in brief is as follows:—Matthew Kelloway, of Salmon Cove, Bay de Verde, was one of the fishermen on board the Release, and had a shipped girl to look after the household duties for his crew during the fishing season on Labrador. When the storm came on Kelloway spoke to Capt. Richd. Hayden, and suggested that as there was every indication of a hurricane it would be prudent to get a strong hawser in case the anchors and chains would part. He was of opinion that the chain would be the first to part, and then there would be nothing to check the ship, and he would have a chance for their lives. Captain Hayden was a most experienced master, and was not adverse to listening to advice, more especially as it was coming from a man thoroughly versed in nautical affairs, and who, during many years on the Labrador coast, had many trying adventures and hairbreadth escapes. Orders were then given to cut the spare out of the ship, which was done as quickly as possible. The girl who was in the employ of Kelloway called him down to her bedside, and said with tears in her eyes: "Shipper, if you save your own life, will you promise to save mine?" Kelloway, with the

spirit of a true Newfoundland hero, insured to hardship and danger, fear less and calm in all emergencies replied: "Yes, if my life is saved, so shall yours be, or it will not be my fault." And shortly after the long-looked-for and terrible moment arrived when the chains parted and the ship struck the rocks. Nearly all hands were on deck, and Kelloway rushed up the companion, seized the girl by the hand, and the two of them jumped together in the raging sea. They were driven by the sea over a neck of land into a salt water pool. He picked up his companion in an unconscious state, never for a moment doubting that it was his poor servant girl, and started in the dark for the Labrador hut, and it was only then, upon striking a light, that Kelloway was astounded to find that the girl he had rescued was not his own domestic servant, but an entire stranger to him. Many and many a time, as brave Kelloway told the story, did the tears stream down his weather-beaten cheeks depicting the unhappy state of his mind over the unfortunate occurrence which prevented him from keeping his promise and saving the life of the poor girl. He had pledged his word—he had performed all that a brave man could do to carry out his promise, and it may be that the child girl overheard that promise and took the place of the domestic thus having her life saved at the sacrifice of the other, and causing life-long regret to the brave fellow who risked his life to fulfill his pledged word. Such acts of heroism should live forever in the annals of our country and I could relate many such, both at home, on Labrador and in foreign countries; in fact, I have related scores of them in the Telegram and elsewhere during the past half a century. The Release was built by old Mr. Warren at Harbor Grace, and was noted as one of the smartest vessels in our trade—especially in her early days when commanded by Capt. William Kehoe. Her passenger and front West Indies, in which trade she was employed for several years, have seldom been equalled, and certainly have never been beaten. I think I am safe in saying that she made the run to Barbados, discharged, loaded molasses and was back to port in a month.

White Sugar 11½ cents, Bread 11 cents a loaf, spot cash; at The Bee-Hive Store, the store of prompt service and correct weights.—Oct 13, 21

Shipping Notes.

S. S. Sachem has left Liverpool for this port. The ship is bringing 850 tons of general cargo and 25 passengers for here and is due on Thursday next.

S. S. Canadian Sapper left Montreal at 6 p.m. Wednesday for this port via Charlottetown.

Schr. Charles Bryant which loaded at Port Union, has sailed for Kingston, Ja., taking 1126 qts. of codfish and a quantity of herring and Turbot.

S. S. Dictator berthed at the Furness Pier yesterday where she loads codfish for Mediterranean ports.

Schr. Herbert Warren, 37 days from Macao, arrived yesterday afternoon, in ballast to James Baird Ltd.

S. S. O.K. Knudsen, which loaded at Lewisporte, has sailed for England taking 2449 cords of pit props, shipped by M. B. Martin.

London, New York and Paris Association of Fashion Preliminary Announcement!

We have just received complete ranges of

Ladies', Men's and Children's Fall Apparel

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FOR LADIES--

New Coats, New Dresses, New Hats, New Suits, New Skirts, New Sweater-wear, etc.

FOR GIRLS--

Over 300 Girls' Fall and Winter Coats
Ages 5 up to 18 years

FOR MEN--

New Suits, New Overcoats, New single Trousers

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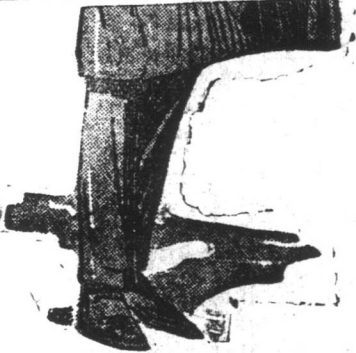
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Have you seen The "Bairdster" Top Coat? The Snappiest yet

**BOYS' OIL COATS.**

Imported Black Oil Coats with velvet tipped collar, famous Tower's Brand; fitting 4 to 10 years. Special \$1.98

PYJAMA SUITS.

Neat patterned American Flannellette Pyjama Suits, with collar and pocket; silk braided button loops. \$2.38

NEW NECKWEAR.

Smart looking Silk Neckwear, bright color mixtures in keeping with Fall appearance. Superior value. \$1.10 Special

WORKING SHIRTS.

Stout Grey Union Flannel Shirts, with collar attached; strong and comfortable for out-of-door wear. Special \$1.90

CASHMERE SOCKS.

Plain shade Cashmere Socks, really superior quality; good enough for Fall wear; 90c. value. Special 75c.

more than holding their own for acceptability

The best the store of-fords, selected because of their seasonableness

"See Baird's First"

when its something you need in

MEN'S or BOYS' WEAR

Men's Fleeced Underwear

This is a special line in Mottled Blue, splendid weight, bought in at a special price, therefore well under regular price to-day. All 92c.

STIFF FELT HATS.

3 distinct London shapes, every one of them new; dressy Hats for every occasion. Special \$5.75

CHAFFEURS' CAPS.

Regulation shape, in good quality Blue Pilot Cloth; short glaze peak. Special \$2.20

DRESSING CASES.

Handy for the traveller, handy at home; well furnished in Morocco case. Special \$4.35

MEN'S OIL COATS.

Job Line. Just the season they are needed most; soft finish; some with metal fastenings; \$4.80 value. Special \$3.90

MOCCA GLOVES.

Men's Grey and Brown Mocca Kid Gloves; famous lined and some wrist; \$3.50 value. Special \$2.35

HEATHER SOCKS.

Stout ribbed Wool Socks in fall sizes; assorted mixtures; good value at 75c. Special 68c.

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