

THE STORE OF STYLE

ANDERSON'S

THE HOUSE OF QUALITY

Child's White Felt HATS

With silk girdle around, fringed at ends—some with white silk ribbon band.

\$1.70 Hat Now
\$1.30

A few 75c. ones in smaller size. Going

65c.

Child's Bonnets

In Fur and Imitation Ermine—touched up with Silk and Ribbon—ribbon shirred around edge.

\$1.20

Child's Stocking Caps

Double all over, extra long, with tassel, colour, Cream.

40c.

Pure Wool Rinking Caps for Children

Colours: Brown, Saxe, Grey, Navy—Buttons on side.

20c.

Ladies' Pure Wool Mittens

With long gauntlet, Cream colour. Special

45c.

Ideal for the Winter

White Table Cloths

With coloured border and wide fringe around; size 1 3/4 x 1 3/4 yards. Special.

59c.

Tucked Lawn

For Aprons—very fine—hem 1 3/4 inches wide—36 inches wide.

22c.

Yard.

Will make a cheap Apron.

Silk Hat Cord

Colours Helio, Pink, Grey, Navy, Pale Blue, Cream, Brown, Prune, Green, Saxe.

10c.

Yard.

Also Plaid Silk hat banding 1 1/2 inches wide.

Coloured Gingham APRONS

In best English make—pocket on side.

A 45c. Apron going to clear 30c.

Flannelette

By the pound, 25 inches wide—Cream and White—come out at

8c.

Yard.

All large pieces.

LADIE'S Astrachan MUFFS

In winter time you need to be comfortable—you need to be prepared for the cold weather.

Be always prepared by having one of these muffs always near.

THEY ARE LINED WITH SATIN.

Colours—BLACK, NAVY, SAXE, BROWN.

With a large silk cord to hold it when not actually using it.

Special \$1.25



Ladies' Scarves

Silk Scarves

In extra large size—2 1/2 yards long by 1/2 yard wide. Colours Prune, Olive, Green. Regular 60c.

SELLING

35c.

A

Silk Wool Scarf

Colours Prune, Pink, Brown, Sky, Navy, Grey, Saxe, Canary.

These are very fine and rich looking.

70c.

EACH.

Heavy Scotch Wool Scarf

In Greys, with coloured border and fringe, very comfortable for cold weather.

\$1.80, \$2.00

White & Cream Muffler

With fasteners to hold it close to neck—will wash and won't shrink.

Special

19c.

Irish Linen Pieces Stamped,

READY FOR WORKING

Designs in floral and block. Pieces include—Bureau Scarfs, Centre Pieces, Pillow Shams. SELLING OUT

37c.

Tapestry Cushion Tops

In designs that are full of scenery and flowers. Size 19 x 19 inches. Special.

19c.

Pillow Cases

Of fine Shirting, 20 x 33 inches.

20c.

Each.

Drapery

For Curtains and Couch coverings.

In light and dark grounds—and flowers of different kinds, including Roses, Forget-me-nots, etc.

27 inches wide.

17c.

YARD.

NOTICE!

We have just put on sale—to clear—OUR WHOLE STOCK OF

WINGS

For Ladies Hats—Regular Price up to 30c.

We are clearing them all out at

5 cents each

These can be taken in pieces and will make Hat Trimmings of any kind.

Shipwrecks and Loss of Life on the Coast of Newfoundland.

(BY JAMES MURPHY)

In 1848 a ship named Avalon, owned by the father of my learned and genial friend, Richard Walsh, of the Beach, was lost in the Narrows. Five of the vessel's crew, including a son of the owner, were lost. The following are the names of the unfortunate seamen: Patrick Walsh, Michael Halley, Patrick Condon, James Kelly and John McDonald. The ill-fated ship arrived from Greenock, Scotland, in February and cast anchor in the Narrows, near the South Battery, where she remained the following day, the ice having kept her from coming into port, on Tuesday night at eleven a strong gale sprang up, and the Avalon dragged her anchors and was forced in upon the rocks, broadside on, when she broke in two halves. Five of her crew ascended the rigging, but the masts were by the board and the poor fellows were cast into the sea and were drowned. The remaining five succeeded in getting a foothold on the rocks and were thus providentially saved. Every exertion was put forth by the soldiers, who in those times were stationed at the batteries near the Narrows on the heights of Fort Amherst and Signal Hill. The soldiers did all that they could to render assistance, but the storm and the darkness of the night caused their efforts to be fruitless. We will close the sad event in the words of the poet:

"Sleep on, sleep on the glittering depths
Of Ocean's Coral cares,
Are thy bright urn, thy requiem
The music of its wares.

Before committing to paper any more of the many wrecks let me tell the readers of the Mail and Advocate, that in those days the means for saving life was very scant. We had no tug-boats, as we have now, the pilots rendered assistance in the best way they could, and the soldiers, as I mentioned before, did whatever lay in their power for the saving of life and property when a ship had come to grief near the Headlands of St. John's. The Press of 1849 commenting on the need of a steamer to tow vessels into port, said as follows:—

"On more than one occasion, we have recommended the purchase of a steam tug for this harbor, and the last two or three weeks have more than ever confirmed us in the belief of the desirability of such a craft."

Look around you now, gentle reader, and see the many chances afforded the seamen and fishermen, when they get into difficulty as regards their vessels coming to grief around the coast. We have some few tug boats to go to the assistance, but I must say that a large steamer should be provided for sending on an errand of Mercy. I mean now when an awful calamity like that of the Southern Cross should occur. On that occasion the Kyle started for the wreck, or otherwise the doomed vessel or crew. Speaking of this sad event, it reminds me of the part taken by my esteemed friend the Minister of Marine and Fisheries, A. W. Piccott. It was my lot to have first seen him and to have made his acquaintance in 1908, when I reported for the "Chronicle," then edited by

the Hon. P. T. McGrath. Since then, to my mind, Mr. Piccott is the same in every particular, light-hearted and ever ready and willing to do a turn for his fellow man. It matters not to what altar that man may kneel, Piccott, as he is called by the people, is there, and if your cause is just he will assist you. When the "Southern Cross" was reported missing, he went in search of her, as I said just now, in the Kyle, and for twenty days he scoured the ocean.

In 1909 he went down to Outer Cove, hired the tug "Ingraham" and a diver to search for the poor fishermen lost there, which were recovered by his exertions. And when the schooner "Strathcona" got into trouble a few years ago, he hired the tug "Ingraham" and went to her assistance, when she was close against the rocks, and her crew expecting every moment to be engulfed. The Minister of Marine and Fisheries, to my mind, is the right man in the right place.

In the forties the steamers coming to St. John's were: The North America, Kestral, Ospray, Unicorn and Falcon. The Kestral was lost while in command of Capt. Richard Meagher. The latter was a well-known master mariner, and was in charge of the North America, the first mail and passenger steamer to come to our shores. This ship arrived here in 1844, in two and a half days from Halifax to St. John's. Her owner, Mr. Whitney, was on board. The Kestral, on her way from Halifax to St. John's, came to grief in 1849, near the western head of St. John's. This event happened on Sunday, July 22nd. The captain and mate were the last two persons to leave the ship. She beat against the adamantine cliffs, where many a ship came to grief. In the words of T. D. McGee:

"It seems to be a fearsome coast,
No trees, no hospitable whiffs,
God help the crew whose ship is lost,
On yonder dismal cliffs."

The means used to escape was brought about by the engineer driving a handspike into the cliff, a rope was

fastened to it, and by this means the crew and passengers reached the land. Two females and two of the crew left the ship when she struck the cliff. They attempted to bring a hawser ashore, but it proved futile, they themselves, however, managed to reach the shore.

The brig, Experiment, of Carbonear, Capt. Bransfield, on her way fish-laden from Carbonear to Poole, England, was struck by a big sea and thrown on her beam end, Capt. Bransfield, his mate and four of the crew were below decks at the time, and were drowned before assistance could reach them. The remainder of the crew saved their lives by clinging to the rigging. The ship was discovered near the coast to which she was rigging bound and the shipwrecked crew were taken into Sicily where the captain and the dead seamen were buried.



OUR QUESTION IS,

What will you do if you have a fire and haven't any insurance? Can you stand this loss?

IT'S FOOLISH TO TAKE YOUR OWN FIRE RISK

when our premiums are so low. Don't take chances, but

HAVE US INSURE YOU in one of our companies. Why not do it to-day?

PERCIE JOHNSON
Insurance Agent.

A ship named the Three Brothers, belonging to St. John's was found abandoned in 1847 off the coast of Mayo, Ireland. It was St. Patrick's Day, some of the countrymen near the place went out to her and discovered that no human being was on board. They put up some sail and finally managed to bring her into Broad Haven Bay, a cat and some hens, books and some old newspapers were found on board.

A steamer named the Argo was lost in 1859 in Trepassy Bay. This ship was in command of Captain Megier. The passengers and crew were saved. On board the Argo was placed four insane women. The pursuer did not know a word about it until he saw the women acting strange throwing around bottles, and food and other articles. Two of the women were placed in the Lunatic Asylum, and the other two went astray in the woods near Trepassy. Miss Emma Hayward, and English vocalist, was on board of the Argo, and after she arrived at St. John's she held a concert at the Colonial Building, which was largely attended and enjoyed by all.

(To be continued.)

DUTCH COAL FAMINE, SAYS U. S. CONSULS.

WASHINGTON, Nov. 25.—Scarcity of coal, due to the war, has driven the Dutch to the ash heaps for fuel. Consular reports describe a method of grinding the refuse from furnaces and passing it through a liquid which separates that having fuel value from clinders and ashes. It is said that two thousand tons of refuse produces twenty-eight tons of fuel.

The law prohibiting the killing of seals on the Pribilof Islands in Baeering sea will be lifted next year, according to an official of the U.S. bureau of fisheries. Seal herds have become so numerous since the law protecting them has been in force that thousands can now be killed without noticeably affecting their numbers.

"WE ALL PREFER DEATH TO SLAVERY UNDER GERMAN RULE"

French Chamber of Deputies Decides Upon Taking of a Census of the Conscription Class of 1918—Socialists Opposing Measure is Deprived of Right to Speak

PARIS, Nov. 27.—The Chamber of Deputies last night adopted a bill providing for the taking of a census of the 1918 conscripts. The debate was marked by the obstructive tactics of the Socialists, the intervention of Premier Briand and finally by a demand for a secret session. The chamber sat in secret for a short time and then resumed the public sitting during which the debate became tumultuous at times. Deputy Pierre Brizon, a Socialist, was finally deprived of the use of the floor for intemperate language. The chamber's strong confidence in the Government was shown by a vote of 450 to 33.

Admiral Lacaz, minister of marine, speaking for General Roques, the minister of war, who is absent, asked for a vote without discussion on the proposal to take the census. This request drew protests from various groups as a breach of the parliamentary right.

Admiral Lacaz explained that there was no question of calling up the class of 1918, but of merely enumerating it so as to see what its strength and efficiency was. He said that if the class was called up it would be by vote of the chamber and that the present proposal was simply an administrative measure of urgency and not a question of army effectiveness.

In the course of the discussion, some of the speakers suggested that France's allies should be called upon to make a further effort to supply men as France had already done

her share, and so had borne the heaviest burden of the war. Deputy Brunet's remark that "most assuredly we are ready to make every effort, for we would all prefer death to slavery under German domination" was loudly cheered. Premier Briand depreciated a public debate on so delicate a question, and said that injury to the country might result from further explanations. Amid an uproar, in which several speakers sought the floor, President Deschanel announced the receipt of a signal motion requesting a secret session. Socialist Deputy Favre denounced this proceeding as an effort to strangle the minority, when it developed that the motion had been signed by the Socialists. The secret session soon after was voted unanimously by a show of hands.

On the resumption of a public session, a number of speakers attacked the government, accusing it of having prevented a debate on the question of the 1918 class census. Deputy Brizon was particularly violent, and when called to order by President Deschanel, shouted: "Down with war," Brizon, who is one of the Socialists who recently conferred with German comrades in Switzerland, insisted on speaking in the midst of a general tumult and loud hooting. "The calling" of the 1918 class will not serve France," he shouted among other things. On this, the Chamber voted almost unanimously to deprive him of the further right to speak, and the bill was then adopted.

ADVERTISE IN THE MAIL AND ADVOCATE