

## Ladies' and Children's Mantles, Costumes, Coats, Etc.



The Mantle Department is showing a complete range of high grade Women's, Misses' and Children's ready to wear garments, comprising Costumes, Walking and Dress Skirts, Coats in Silk, Cloth and Tweeds; Waterproofs, Raglans, Reefers, &c.

These are in the latest and most approved styles decreed by fashion for the present season and are made in the leading shades.

Ladies' Black Cloth Coats, three-quarter length, tight-fitting, semi-fitting and loose back, trimmed with silk, silk braid and buttons.

Prices \$2.75, 3.00, 3.75, 5.00, 6.50 to 25.00

Ladies' Colored Cloth Coats, in shades of Navy, Green, Black, Grey, Prunelle, Brown and Fawn; and fancy effects in tweeds, three-quarter and full lengths.

Prices \$3.00, 4.00, 5.00, 6.00, 7.00 to \$24.00

LADIES' CAPES—Colored and Black, short and full lengths.

Prices \$1.50, 2.25, 2.50, 3.00 to 14.00

DOGSKIN COATS—Ladies' Black Dogskin Coats, with Bear Collars, tight-fitting, hip length; sizes—36, 38 and 40-inch bust measurement.

Prices \$52.50, 62.50, 72.50

Special sizes and styles ordered when necessary.

LADIES' COSTUMES—Ladies' Colored Cloth Costumes, in Grey, Navy, Brown, Prunelle and Black; three-quarter coats, braided and trimmed with buttons.

Prices \$4.25, 5.50, 6.50, 7.50 to 17.50

CHILDREN'S COSTUMES—Children's Colored Cloth Costumes, in shades of Navy, Brown, Light Grey, Fawn, Black and Green.

Prices \$1.75, 2.20, 3.00, 4.00 to 6.00

CHILD'S AND MISSES' COATS—Children's and Misses' Coats, in mixed tweeds and plain cloths; colors of Crimson, Greens, Black, Navy, Brown, etc.

Prices \$1.75, 2.00, 2.20 to 12.00

DRESSING JACKETS  
Ladies' Cotton Dressing Jackets, in colors of Pale Blue, Pink and Striped  
Prices 80c to \$1.85  
Flannelette Dressing Jackets, in colors of Cream, Crimson, Blue and Fancy  
Prices 90c to \$2

Eiderdown Dressing Jackets, in colors of V Rose, Crimson, Sage Blue and Salmon, also Fancy  
Prices \$2.50 to \$4

DRESSING GOWNS  
Cotton, Striped and Plain Colors  
Prices \$1.65 to 8.50

Linen, Navy, V Rose, Cream and Blue  
Price \$5.75

Flannelette, fancy effects  
Prices \$1.65 to \$3

Eiderdown, P. Blue, Pink, V Rose and Fancy  
Prices \$4 to \$8.75

### Raglans and Waterproofs

LADIES' CRAVENETTE RAINCOATS or Raglans; good quality; in colors of Brown, Grey, Fawn, Navy, Green and Striped effects. Sizes—48 to 60 inches length. Prices

\$3.75, 5.50, 6.50 to 14.50

Special sizes made to measure if necessary.

LADIES' WATERPROOFS in colors of Grey, Fawn, Green, Black, Navy and Striped. Prices

\$2.00, 2.20, 2.50 to 11.50

MISSES' AND CHILDREN'S WATERPROOFS in colors of Grey, Fawn, Green, Navy and Striped. Prices

\$1.80 to 3.25 according to size



ALL MAIL ORDERS PROMPTLY FILLED

# THE ROYAL STORES LIMITED

ALL MAIL ORDERS PROMPTLY FILLED

The S. S. Home, Capt. A. Blandford, arrived at Bay of Islands from the Straits yesterday at 2.30 p.m. The captain reports all well and good weather till last Sunday evening when the weather set in stormy and continued till his arrival.

LARACY'S have just got in Men's Work-Shirts, all Black, Black and White Stripes, and Fancy, from 60c each. Blue Denim and White Duck Overalls, Men's Tweed Pants, from \$1.00 a pair. At LARACY'S, 345 & 347 Water Street, opposite the Post Office.—aug10.11.

At Wesley Church, Sunday night, a large crowd flocked to hear Rev. J. K. Curtis on the subject: "Why believe in the Christian Church?" The series of services are growing more popular every Sunday.

Mr. P. E. Lake, of Fortune, is in town.

### Here and There.

ANCHORS EXAMINED.—The anchors of the Calypso were raised by the H. M. S. Brilliant for examination yesterday.

Pansy Club will hold a Grand Dance to-morrow night in the British Hall for the benefit of Prof. Bennett. Music by C. C. Band.—ad.11

GOING LOGGING.—A number of men arrived from the Southern Shore by the S. S. Fortia last night to go logging at Millertown.

FIRST AID.—Dr. Rendell will deliver the fourth lecture on First Aid to the policemen and firemen this afternoon at the Central Fire Hall.

## The Ingraham Returns. Divers Survey the Wreck of the Regulus—No Bodies Found—Ship Submerged in Gulch

The tug Ingraham, which left here shortly after 11 o'clock yesterday morning, returned to port from the scene of the wrecked Regulus at 7.15 p.m. yesterday, immediately after which the Telegram interviewed Mr. A. W. Piccott, Minister of Marine and Fisheries, who was on the tug, and he kindly supplied the following facts relating to the work done at the wreck. There went with Mr. Piccott on the tug one of the lieutenants of the Regulus with the chief diver of the warship and two subordinate divers, ten bluejackets also accompanying these as helpers and tenders. Capt. W. H. Bartlett also went along and good time was made going along the shore. On arrival at the place where the wreck is lying the ship's propeller and some 15 feet of the shaft lay on the rocks and marked the spot where the ill-fated steamer met her fate. After anchoring the tug, the divers got everything ready with despatch. They located the hull of the Regulus lying on the bottom across a small gulch, framed with precipitous cliffs and so disposed as to bar it completely off. The ship lies in 15 fathoms of water with the bottom torn completely out of her. A heavy sea ran in this gulch all the afternoon, making it difficult for the divers to perform their duties as well as they would wish. Four Petty Officers, while the Ingraham was there, were on top of the cliff working lines and jiggers in the hope of bringing up some of the bodies, but the sea running interfered greatly with their work also. These men often shouted to those on the Ingraham, but with the surging of the waters what they said could not be heard. One of these men took from the bottom a pair of men's socks and a few other belongings of some of the hapless crew but what these latter were could not be determined. The first diver who went down remained under water for over half an hour. He descended at the bow of the vessel on the starboard side. The gulch alighted to run east and west and the ship lies on the rocks with her head to the eastward. The diver went in under the torn bottom of the ship and could see up through the holds from which

the hatches had been wrenched off by the action of the waves. He then came to the surface and took a needed rest, after which the boat with the tenders' air pump on board was shifted and then the man went down amidships, where he could see the bridge, the superstructure and the davits. One of the boats seemed to have been taken clear of the slings, showing that some at least of the crew made a dash to try and save their lives by the launching of a lifeboat. As a matter of fact it looked to the diver as if all the ship's boats had been put over the side, for the canvas coverings had been cut off them, it would seem, and lay about the submerged decks. The diver also saw blankets, bedding, &c., but Mr. Piccott's orders were to take nothing from her except bodies, if any could be secured. The diver in this descent was down over 40 minutes, and it was 2.30 p.m. when he went on board the Ingraham after he came to the surface. Mr. Piccott after some trouble got the boat in the gulch on the inside of the wreck, when the diver was relieved and another man who replaced him went down on the port side of the wreck. He gave it as his opinion on coming up that if the bodies of the crew are anywhere they would be on this side of the ship in this gulch, where there is no ground sea to throw them ashore. The diver remained down until it became almost dark, and then the work was suspended for the day and the tug came back to port. The ship's mainmast is broken off and is about 4 fathoms below the surface. Mr. Piccott believes that the ship took the rocks stern foremost, her head swinging off with the weight of the tow line until the seas threw her bodily in on the shore. It is also believed that if even both tugs had secured the vessel they would not be able to tow her off the land under the conditions which prevailed. Mr. Piccott is hopeful that when the divers go up again to-day the bodies of at least some of the crew will be secured. It is also believed that even if the crew had had time to get the boats out they would not have lived an instant but would have been swept in against the rocks and dashed to pieces.

### The Traffic to Newfoundland.

The growth in the volume of traffic between Canada and Newfoundland is a matter of importance to the port of Sydney, more especially to North Sydney. This year's increase is probably the largest since the opening of the Reid Newfoundland railway and the establishment of the ocean ferry service between North Sydney and Port aux Basques. Officials of the Reid Newfoundland Co. state that they have done 25 per cent. more business this year than last and that there is every indication of this rate of growth being kept up if not exceeded for some time to come. Next year will probably see a daily through service on this popular route which involves the placing of a second steamer between North Sydney and Port aux Basque.

In view of the growing importance

of this traffic to Cape Breton and indeed to all the maritime provinces, it is to be hoped that the I. C. R. management will endeavor to do all they can when time tables are being arranged to make the best possible connections with the Newfoundland steamers at North Sydney. Complaints on this head have been rife in the past. Possibly in the past the importance of the traffic hardly warranted any great departure from the settled order of things for the accommodation merely of passengers to and from Newfoundland. But the Newfoundland service is daily growing in importance to the I. C. R. and with the advent of daily boats it behooves the Canadian railways to do something more to facilitate traffic going through to the Colony.—Sydney Post, Oct. 21st.

Rev. E. J. Rawlins, of Ferryland, arrived in town by the S. S. Portia.

### CHRONIC BRONCHITIS

Cannot be cured with ordinary soothing syrups. The disease must be attacked at the root to eradicate the irritation of the lungs, heal the wounds and strengthen the respiratory organs. The composition of

#### MATHIEU'S SYRUP

of Tar and Cod Liver Oil and other Medicinal Extracts marks it amongst all other remedies as the true specific for the diseases of the throat, the bronchial tubes and the lungs. Here are a few conclusive proofs:

WESTERN UNION TEL. CO.

Church Point, N.S., May 9, 1908.  
Dear Sirs,—Each one gross Mathieu's Syrup to Church Point Station.

LOUIS A. MELANSON.

CHARLOTTETOWN, P.E.I., July 27, 1908.

Blacking & Mercantile Co., Ltd., Amherst, N.S.  
Dear Sirs,—Yours of the 22nd inst. received re Mathieu's Syrup. I have been using the article in my home for the last seven or eight years, and know of nothing better to use when one is subject to cough or cold. In fact, we would not be without it for twice its value. I have very much pleasure in recommending this article, and in selling it over the Island I have the same report from our customers.

CARVELL BROS.,  
C. M. RITCHIE.

SYDNEY, C.B., July 20, 1908.  
Dear Sirs,—Yours of the 22nd to hand asking for testimonial for Mathieu's Syrup. I have handled Mathieu's Syrup for one year, and find it one of the best sellers in a cough medicine that I have ever handled. I am ordering one gross from your traveler to-day, as I sold the last bottle in stock yesterday.

DON. J. BUCKLEY, Druggist.

AGAINST HEADACHE there is no remedy so active as Mathieu's Nerve Powders which contain no opium, morphine or chloral. 25 cts. per box of 18 powders.

J. I. MATHIEU Co., Sherbrooke, Can.

T'POS. McMURDO & Co., Wholesale Chemists and Druggists, St. John's, Nfld.

### OUR STOCK OF PROVISIONS IS COMPLETE.

All the popular Brands of FLOUR

At Lowest Prices. Ask us to quote.

Ham Butt Pork, Family Mess Pork, Beef, Plate and Flank, Jowls, Loin.

SPARE RIBS, \$12 50 per Barrel.

Oats, Corn, Bran, Cattle Feed—Molasses, Corn Meal.

100 Bbls. Choicest BARBADOS MOLASSES.

100 Boxes Fine #11 Stalk VALENCIA RAISINS.

## T. J. EDENS,

DUCKWORTH STREET & MILITARY ROAD.

### The Portia Arrives.

The s.s. Portia, Capt. Fitzpatrick, arrived here at 5.30 p.m. yesterday from the westward after experiencing some stormy weather. The ship left here on the 14th inst. and had fine weather to St. Mary's, when she met variable winds from S.S.E. to E.N.E. After that she met a S. E. gale after leaving St. Lawrence with dense fog until midnight of Monday week. Tuesday morning at 6.30 the vessel arrived at Port aux Basques and then went to Sydney, arriving at 5 p.m. She took in a coal cargo and left for Bay of Islands at 7 p.m. Wednesday and arrived at Birch Cove at 4.30 p.m. Thursday with a gale blowing from the S.W., varying to west. She left that evening and arrived at Bonne Bay at 1 a.m. next day. She left at 5 a.m. and then came down to Bay of Islands and Port aux Basques. She was at Hermitage Cove at midnight Saturday. After leaving Fortune she had a southerly wind and dense fog. At 6.30 they were quite near Cape Chapé Rouge, at the entrance to St. Lawrence, but the fog was so dense and such a gale blew from the S.S.E. with intense darkness that the ship could not make the harbor and had to lay off there until 4 a.m. Capt. Fitzpatrick says that a light or beacon is badly wanted in that locality. If such a convenience were there he could have entered with perfect security. She left Mortier Bay next day with a gale of W. by N. wind blowing. It was too stormy Monday to deal with the roads of Placentia and she did not enter there. She had a good run from that port. A heavy sea ran as the ship came down the shore. Capt. Fitzpatrick heard of the Regulus disaster at St. Mary's, and coming along near Petty Harbor kept close to the shore but could see no sign of the ship, though the tug with the divers were seen at work. She brought a good cargo and these passengers: Messrs. E. E. Lake, J. Flynn, P. J. Power, G. Bulley, J. LeDrew, E. J. Broderick, J. Jackman, W. Norris, Hon. M. P. Cashin, Rev. Rawlins, E. F. Lawlor, Sergt. Cleary, Mesdames Kennedy, Myrick, Fowlow, Dutton, Carew, Cashin; Misses O'Leary, Murphy, Devereaux, Rawlins, Sister M. Anthony, Rev. Mother Stanstan and 63 steerage.

### King George's Coronation.

The proposal for a Castel Hill Placentia Memorial Park to King Edward has been ably placed before the Newfoundland Historical Society at their recently monthly meeting in St. John's, Newfoundland, and there is a general feeling that next June (King George's Coronation month) would be a very appropriate time for opening the Memorial Park. It could thus be a festival of Empire and have no very special reference to the Utrecht anniversary, which would occur two years later 1913. As all the Empire is celebrating the King's Coronation year in next June, it is believed the Newfoundland Historical Society will be cordially supported in any effort toward the Castel Hill Park for the year of 1911, in honour of two British kings.—St. John New Freeman.

TO INSPECT THE LINE.—Mr. W. D. Reid, President of the Reid Nfld. Co., left by a special train this morning to inspect the Bonavista Branch.

The Popular London Dry Gin is

# VICKERS' GIN

BY SPECIAL WARRANT OF APPOINTMENT TO H.M. THE KING

D. O. ROBLIN, Toronto Canadian Agent

J. JACKSON, St. John's, Resident Agent