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Shipwrecks and Loss of Life on the Coast of Newfoundland.

(BY JAMES MURPHY)

To-morrow we will give a full account of the heroic deed performed by the late Capt. William Jackman, Job Bros. & Co. The crew left the ship and were rescued in an open boat and conveyed to St. Pierre.

We have also heard of pirates, in those days boarding vessels and hijacking the crews and stealing whatever they considered profitable. Vessels belonging to Newfoundland were after chased by pirates and a stirring race for capture was the outcome. There are incidents of such on record, which would make very interesting reading. Nearly seventy years ago, a barque named "An Hall," Capt. Faran, which arrived at St. John, N.B., from Newfoundland, picked up a bottle 150 miles to the eastward of the Grand Bank. The bottle was sealed and on opening it, a slip of paper, on which was written the following was found:

"We have been boarded by pirates, all hands and myself are nearly ironed."

Signed JOHN JORAN, master.

The schooner "Jane" from Liverpool to Yarmouth, N.S., in the year 1849, was abandoned in April. The brig, "Trafalgar," took them and on her way to Harbor Grace, to the firm of Puntin & Muir, she fell in with heavy ice, and was forced up, near Cape Spear, where her crew had to take to the ice, and walk to the cliffs near the light-house, over which they scrambled in safety.

The well known "John Martin" of Carbonear, of which so much has been told in song and story, was abandoned in the fall of 1859, on her way from the Labrador to Carbonear. She was found in this condition by the steamer Hungarian, Capt. Jones, who conveyed them to St. John's. The Hungarian came to grief some time afterwards and her brave commander met a sad fate. The government of that day, of which Hon. John Kent was Premier, gave a sum of money to the widow of Capt. Jones for the heroic conduct displayed by him. A letter, of which the following is a copy, was sent to Hon. Mr. Kent by Mrs. Jones: To the Honourable,

The Colonial Sec'y of Nfld.
Sir, I beg respectfully to acknowledge the receipt, through Messrs Allan Bros. & Co., of your kind letter accompanied with an address to His Excellency the Governor of Newfoundland, also a bill of exchange on the Union Bank of London for one hundred and five pounds, a recognition of the services rendered by my late dear husband, Capt. T. Jones, in rescuing the crew of the ship "John Martin" in November last. I cannot express the deep gratitude that I feel for the very kind manner in which the Government have acknowledged the service of my late lamented husband. The testimony apart from its intrinsic value, is to me of great comfort, under my bereavement. I beg to return thanks to the Government of Newfoundland for this high expression of their kindness and liberality.

Yours sincerely,
ANN JONES.

In 1859 the "True Blue," owned by Muir & Duder, ran ashore in Freshwater Bay, and became a total wreck.

I have mentioned the "Clio" in my article which I wrote for the Mail and Advocate on shipbuilding in Newfoundland. She was a staunch vessel, and as built by Curtis, a celebrated builder of Salmonier. The "Clio" was lost in 1861, she ran ashore in a snow storm at Freshwater Bay, B.D.V. She sailed from Quebec, laden with provisions, a few weeks previous, and was commanded by Capt. Gordon, whose interest in the "Clio" amounted to between three and four hundred pounds. There was no insurance on the ship, the crew were saved.

It may be interesting to the friends of Hon. M. P. Cashin to know that one of the first incidents in which he took part, after becoming one of Terra Nova's Solons, in the House of Assembly, was a humane one, which savours of the Hon. Gentleman's good nature. The little schooner "Ruby," John Keough, master, of Caplin Bay, had been given up for lost some twenty years ago. The rescuers of the Ruby's crew were Capt. Patrick Lake, of Odeira. The rescue took place fifty miles south-east of Cape Spear, whether both crafts had been driven by the raging storm. The sails of Capt. Keough's schooner were blown away, the deck and rigging led up, the pumps choked, and the frail craft was almost sinking, when the "Pixie" Capt. Lake, took off the captain and crew. It was in this dilemma that the Hon. Mr. Cashin came to the rescue, by informing the Premier and Government of that day of the sad predicament of the missing men. The "Ingraham" tug boat was sent in search of the schooner. Mr. Cashin himself went out in the tug. After cruising many miles without seeing any sign of the "Ruby" the tug came to port. On Sunday the "Pixie" brought in the crew of the lost schooner.

(To be continued)

"Have you any sense of humor?"
"We ought to try not to have, replied Miss Cayenne. It is sometimes a mistake to laugh at a man because he looks funny when he is proposing."



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.

VARIA

BY GALE

PAPER MONEY is the most ordinary means of circulation locally; and all the paper money at present in this Colony is Canadian, either in the form of Dominion Treasury Bills or Bank Bills issued by the chartered banks. Since the great "crash" of 1894, many people fight shy of taking paper money, especially our fishermen in the outports; but, there should be no anxiety on this score, as every Canadian bank bill is positively guaranteed.

No chartered bank in Canada can issue notes of smaller denomination than \$5; and the number of notes which any bank may issue depends upon its capital. The Canadian Banking Law is regarded as the finest in the world. The holder of any bank note is unable to lose its value, as, even should any chartered bank fail, its notes will be redeemed at face value by any Canadian Bank to which it may be presented. The Banking Redemption Fund guarantees the face value of the note.

Whilst on this subject we take occasion to warn our fishermen against certain unscrupulous dealers who start occasionally the cry that such or such a bank doing business in St. John's has failed. This has been done on several occasions, and the object invariably has been to cause an unloading of bank bills into the cash drawer of some dealer who is getting behind in his business.

A well-known clergyman happened to visit the settlement in question on Saturday afternoon, and noticing the crowds of people around a certain corner adjoining the business place of the shoddy dealer in question, inquired the cause. One of his parishioners informed him regarding the rumor. The clergyman asked the men to accompany him to the school nearby; and there explained to the anxious crowd the position of the note-holders of the Banks which are now doing business here. Furthermore, he asked anybody who wished to exchange the bills to pass them over to him, and he would give the owner gold for them on Monday. This caused the anxious ones to ponder over the situation, and after some further discussion it was made quite plain to the fishermen that they had been "hoaxed." The author of this serious hoax was discovered to be a dealer in the vicinity who, by the way, had been doing a roaring trade for some hours previous to the arrival of the clergyman.

From reliable sources we gather that some hundreds of thousands of dollars are held in gold by fishermen in our outports. Whilst we commend the economy which prompts them to do this, we would advise them strongly to invest their money in some reliable organization or company where their money would be not only safe, but it would have a constantly increasing value in the form of substantial dividends.

Looking over the investment field, the writer believes that there is no better form of investment in the Colony at the present time than the Fishermen's Protective Union and its subsidiary organizations. These offer to our fishing population and others practically gilt edge security. We do not intend to go into detail regarding these organizations; but we fancy that the investor wishes to know the record of the organizations of which Mr. Coaker is the organizer and living head.

The record is an open one. They pay substantial dividends—the largest, as far as we know, of any industrial organization in the country. This is not to be wondered at. These organizations are conducted on the strictest business principles; and furthermore one of their most attractive features is economic management.

Other organizations are obliged to unload large sums of their earnings to managers, agents, and all the sundry individuals who are drawing large salaries (the first charge on an organization) from the treasury. The F.P.U. has no such extravagances. Its salary list is small; the strictest economy is exercised; and every department is conducted by men who know their business, and do it. Leakage is impossible; and everybody who has had experience in business realizes that if you can stop the leakages, you are on the high road to success.

Again, the F.P.U. organizations have had a phenomenal growth. They are growing beyond the most optimistic dreams of the organizer; and what is more important, perhaps, they are so bound up with the main business of the country, that they cannot fail, or even grow smaller.

So, if our fishermen wish to make their money "work," they have within their reach the greatest possible means of turning over large sums in annual dividends. No such opportunity has ever before been presented to investors, and from what we have learned, its attractive features will be added to in the near future.

There is nothing of the "wild cat" nature about the F.P.U. organizations; and no get-rich-quick methods are tolerated. They have been established to aid the fishermen of the country, and they are doing it to an extent that causes even its erstwhile bitter opponents to rub their eyes and wonder.

We have heard little men on the Street prophesy failure for Mr. Coaker's organizations for the past five years; but the energetic leader of the toilers is still on the job, and very much so. It has been the writer's privilege to go over Mr. Coaker's business programme with him, and whilst we thought we possessed a good deal of knowledge of commerce and trade, we were forced to confess that our knowledge was somewhat rudimentary when compared with that of the greatest organizer this Colony has ever produced.

READ THE MAIL & ADVOCATE

GERMANY'S COAL SUPPLY

BERLIN, by wireless, Dec. 5.—The question of Germany's coal supply is widely discussed in the newspapers. The German mines are providing coal for railroad service to a much greater extent than in peace time, as a large number of German railway cars are now operated outside the country, in Poland, the Balkans and other territory within the hands of the Central Powers. The consumption of coal is increased by the fact that now no German locomotives or trains are idle and because German industries are busy to their utmost capacity.

To permit this increased use of coal on the railways and in the industries it has been proposed to limit its use for purposes of public amusement and luxurious living.

Prohibition of the use of electric signs and other forms of illumination for advertising, restriction of lighting for show windows and the interiors of shops, limitation of street railway and elevated traffic new house.

and an early closing ordinance for business establishments, restaurants, hotels, theatres and moving picture shows are in prospect as parts of the campaign to reduce the consumption of fuel and employment of labor to which the government is now energetically bending its attention. These measures have been discussed by the Ministry of the Interior States, and according to the "afternoon" papers have been approved in principle.

The lighting of show windows will be permitted only so far as it serves for interior lighting, which will be restricted to half the usual amount in some cases. Although no definite decision has been reached regarding hours of closing, it is probable business establishments other than groceries, butcher shops and other food distributors will be closed at 7 p.m. The people also will be urged to restrict lighting in their homes.

Cheaper

"Given up the idea of moving, old man?"
"Yes, we've changed the furniture around and imagine we're living in a new house."

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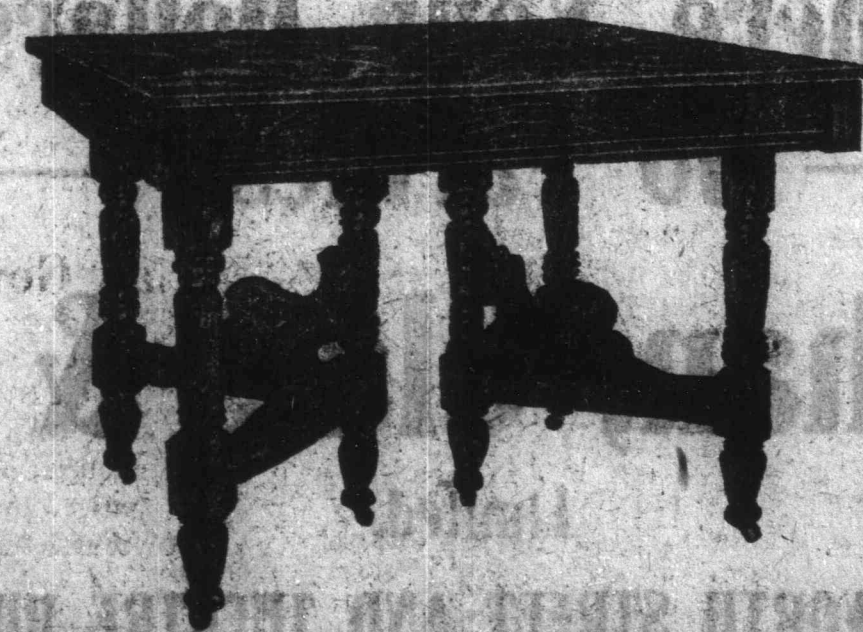
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