

CASINO THEATRE!

Opening Tuesday, November 27th.

Messrs. Murphy & Kitz— of —
The Gaiety Theatre, New York
Present:**"The Broadway Scandals"**in a series of American Musical
Comedies.Twenty people. Unlimited number of Musical
Comedy Bills—full evening's entertainment. Capable,
versatile caste, young peppy chorus. Plenty of
Specialties, Dancing, Musical Novelty Acts.Special Scenery. Gorgeous Costumes.
Popular Prices: 75c. for Reserved Seats up to 8.15
o'clock.

All Orchestra Seats, 50c. Gallery and Pit as usual.

**The Great Race of Two
Ocean Greyhounds.**

(H. F. SHORTIS.)

Nothing interests Newfoundlanders more than to hear accounts of the exploits of the hardships and the escapes of their fellow-countrymen, more especially upon the high seas, and this nothing to be wondered at, as from time immemorial their lives have been, and still are, mainly connected with the fisheries and mercantile of the country. In years gone by, before the sailing fleet was superseded by steam, hundreds of our young men were employed in our mercantile service, and their reputation for ability, seamanship, ability and power of withstanding hardship, and their courage, gave them a wide world reputation. Their services were sought after and eagerly availed of on all sides of the Atlantic, and hence we find their names figuring in the maritime history of England, United States, India, Japan, Brazil, and all these countries where commercial enterprises have been steadily advancing since they attained the prominence which they possess to-day. In the East India trade, Capt. Alexander (the uncle of Lady Bowring) was a trusted and competent commander, and for many years sailed between London, Calcutta and other ports in India and China. In Egypt we had the Captain Richard Pryor, of St. John's, who was for many years in the charge of one of the largest of the great fleet of steamers plying between the above country and English ports. In the far South we had Capt. Theodore Watts (brother of the general H. Watts, H.M. Customs, St. John's), the most successful seal-killer in Newfoundland for many years. In British Columbia we had, and still have, some of them—the Noels, Keates, Jacksons, Alcock, Heaters, Gosses, and many others who have upheld the reputation of their native land in that remote clime. It is needless to mention the scores of successful mariners who have sailed out of Gloucester, N.S.

In connection with Arctic Explorations we had the famous navigators Captain Richard Price, also Captains Norman, Ash, Barry and others, not forgetting the famous seal-hunter, Capt. Arthur Jackman. Captain Rice and Capt. Arthur Jackman were connected with the Greeley Expedition in search of the North Pole. We have to-day Capt. Bob Bartlett, who has made such a record for himself during the Peary Expedition, and many others. Capt. Bob is about to take charge of another expedition with the same object in view, and if pluck, perseverance, ability and daring count for anything, he will succeed, and I have always maintained that it all disputes such a record for to him, until it has become their very nature to seek the most dangerous adventures, and thus they are to be found in the front rank of every enterprise where their duty calls them. In the late terrible war they have also performed wonders, and their daring, heroism and hardihood have been favorably commented upon by the Admiralty. Many of them have received medals for conspicuous bravery. I cannot pass over the deeds of such heroes as Sir Henry Pym, and the hundreds of others who have fought and died for Freedom during the Napoleonic wars, as well as during the great struggle in the United States during the Civil War. We had Newfoundland heroes then, both on sea and land, at Gettysburg and other great battles, but they are rarely referred to. In their youth a spirit of friendly rivalry existed amongst Newfoundlanders, and each vied with the other to accomplish the most dangerous undertaking first. It was the height of their ambition to be first on the yard arm, first over the bows, when the "vains" were used to enable the crews to assist their ships in their passage through the icefloes; in a word, there was competition in every act of their busy and exciting lives.

TASSO VS. ROTHERSAY.

And now I shall give a brief account of the historic race that occurred between two of our famous local-built ships, which caused such a great commotion in our country many years ago.

Over sixty years ago there stood prominent forward amongst our shipbuilders three men, either of whom was looked upon as the Michael Angelo in the construction of our maritime marine in this country, and they built scores of ships which were noted for their beauty of model, sailing qualities and durability. It would be difficult, indeed, no matter how proficient in nautical affairs, to award the prize to either one or the other. Each had a glorious record, having built and launched the most famous of our fleet. Although several of the vessels were employed between Europe, South America and elsewhere, it somehow happened that one was a week or more ahead in starting, and thus nothing definite could be acquired as to their sailing qualities, the experience of the crews, or the capabilities of the masters. The names of those great master-builders were Michael Kearney, of St. John's; and Jonas and Robert Newhook, of New Harbor, Trinity Bay. At last the opportunity occurred of deciding one and for always the point as to which should bear the palm. Each of the famous ships held a notable record, the Rothersay of Harbor Grace, built by Kearney, and owned by Panton & Munn, having made the run from the above port to Liverpool and back in 23 days, and the Tasso, built by Newhook, owned by Stubb Rowe & Holmwood, St. John's, had also a record hard to beat, even by the clippers, which were built and manned by British workmen and sailors on the other side of the Atlantic. The Rothersay was commanded by Capt. Taylor, and the Tasso by Capt. Goldworthy, and each was manned by as hardy and competent a crew as ever water wet.

In the year 1856, the good ship Tasso, of St. John's, Newfoundland, barque rigged, built in 1853 or 1854, sailed from the wharf of Stubb Rowe & Holmwood, bound to Demerara, British Guiana, and upon her arrival found, moored near where she dropped anchor, the full-rigged barque Rothersay, of Harbor Grace, which arrived only a few hours in advance. The two ships discharged and loaded with sugar, the Tasso bound to St. John's, and the Rothersay to Harbor Grace. As a matter of course, great rivalry existed between the two captains, and as a natural consequence the consignees, the friends of the captains and crews, became most enthusiastic over the prospect of such a sailing qualities of the famous ships. The two captains bet ten pounds sterling on their respective ships, the consignees took a hand in, and the sailors bet according to their means. As the Rothersay had to go to H. Grace, it was decided that the result should be final upon the first to arrive and report at Cape Spear, St. John's. The two ships left Demerara at 3 o'clock p.m. on a beautiful day in July, with a light breeze and every inch of sail that they could carry on them. Each captain and crew saw his rival with everything drawn and going through the water like a sword-fish. The sun soon set and the tropical night overcast the rival ships. The next morning came, and there was no sign of the Rothersay from the look-out on the Tasso. There was a fine breeze blowing, and the Tasso was shipping along at the rate of nine knots, with scarcely a ripple under her bows. Favorable weather continued until the 14th day out, when about 2 a.m. Cape Race light was seen quite near, the Cape being somewhat enshrouded in mist. When the sun rose the mist disappeared, and the look-out sighted a sail well in towards the shore; but, thought the captain and crew, it could never be the Rothersay. After a while they made out that it was a full-rigged barque, and then it was known it was their rival. Then came the tug-of-war—Greek to Greek—the pride of the Newfoundland Mercantile Marine! The Rothersay was further towards the land than her rival, and managed to catch occasional puffs of wind from the headlands, and passed the winning point, Cape Spear, in advance of the Tasso. When the two arrived at Cape Spear, the Rothersay was off Sugar Loaf, and thus won the race, which, I should say, was more interesting than some of the International ocean races which take place at different periods, and which are nothing to boast of when we take into account all the benefits that are to be derived from modern improvements in the art of shipbuilding. The voyage of the Tasso occupied 41 days from the time she sailed from the wharf at Stubb Rowe & Holmwood, St. John's, until she moored again on her return from Demerara.

THE FATE OF THE CLIPPERS.
And now it falls to my lot to record the final history of those famous ships—the champion Rothersay and her worthy rival the Tasso. Some time afterwards the Rothersay ran ashore at Western Bay, Day de Verde, during a blinding snow storm. She was the under the command of the same Captain Taylor. After considerable difficulty and great expense she was floated off toward St. John's by the old steamship Ellen Glasgow, and was turned bottom up at Munn's wharf, where a new keel was put in her. When this was accomplished she was righted again and the services of the fire engine Medlock were brought into requisition, and as the famous machine was provided with extension handles capable of permitting fifty men to work on each side, she was quickly pumped out, and was once more upright on her new keel. Before she ran ashore she was hulked, rigged, with sparker, sail-ropes and masts, and was ready to sail, but afterwards she was rigged a brig, and her name changed to Terra Nova. She was lost during the great gale of October 8th, 1867, at Indian Point, Labrador. Capt. John Kehoe, master of Inspector Mackey's wife, was in command on that occasion. Thus passed away the pride of our local fleet, which for many years may have met her equal, but there was nothing afloat to show her stern to Kearney's chief of vessels, the Rothersay.

The Tasso was 393 tons, about 50 tons larger than her successful rival. The career of this splendid specimen of local-built vessel was forever finished during the great gale of December, 1856, while on a voyage from Rio Janeiro, Brazil, to New York, with a cargo of coffee. When off Sandy Hook, the full force of the hurricane burst upon the ship, and notwithstanding the heroic efforts of the captain and crew, she was driven against the rocks. Four of the crew, three St. John's men and an Englishman, manned the life-boat, but they had barely entered her when she was swamped by a heavy sea and breakers and the four of them were drowned. The Capt. and the remainder of the crew remained on board the ship and their terrible condition being observed by the watchmen on shore, efforts were quickly made to save their lives. A life-saving rocket, with a line attached, was fired in the direction of the ill-fated ship, but it failed to reach, and five times the effort was repeated, and at the fifth, most fortunately, the rocket carried the flag on board the Tasso, where it was quickly secured by the crew. Communication was now established between the Tasso and the life-savers on shore, a hawser was attached to the line, which was also secured by the shore people, after which a life-saving car was sent on board over the hawser, pulled back and forth by those on either end, until the unfortunate mariners were safely landed. It is worthy of note that the rescue of the crew of the Tasso from the wreck was the first trial of the life-saving rocket on the American coast; and at the time caused the greatest interest amongst shipowners and mariners as well as people generally of the old world and the new.

One after another of our great fleet have passed out of existence, while to-day we do not possess a solitary ship of the above class to remind us of the days when our local-built clippers carried the products of our country to every port of Europe and America, and made the house flags of our merchants as familiar along the coasts of England, Ireland and Scotland, Portugal, France, Spain, Greece, Brazil, etc., as are the national flags of those countries to ourselves at the present day. The Clutha was the last of our great fleet, and good work she performed under the command of the veteran Capt. Joyce, who is still amongst us hale and hearty.

"Back to the Woods"
"For there is mud in your eye."—No, No, No, but back to the Star Movie To-night is the Popular Fawcette.

The hundreds of admirers will learn with pleasure that the popular movie idol, Miss Fawcette, will again greet them at the Star Movie to-night. When it is remembered that it was only on Monday she broke a blood vessel, her appearance this evening seems almost incredible, yet with grit and determination, she comes back "like the Flame of the Yukon" and, as will be seen from the ad., she with Mr. Tesori will do, in appropriate costume, a Hawaiian number of the South Sea Isles. This in itself will be well worth the price of admission, not to speak of Reginald Denny in round twelve of the exciting "Leather Punks" which Mr. Tesori, the singer of singers, will render "When gold turns to grey." On Monday there will be shown a Jewel Super Special De Luxe, entitled "Trifling with Honor," in eight parts a thrilling drama of a man who sunk into the depths and was won back by love, a boy whose faith brought happiness to the two he loved best, a girl whose love brought the man back and a friend who played square and lost gamely.

Others are pleased, why not you? with Sam Eddy, The Taxi Man, 'Phone 15513, Monday.

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Beginning Saturday, November 24th.

Here is an opportunity for you to secure some useful and helpful articles at this popular price.
Carbolic Ointment, Resena Ointment,
Carbolic Salve, Carbolic and Witch Hazel Salve,
Catarrhal Balm, Analgesic Balm,
Baby Cough Syrup, Syrup White Pine & Tar,
Wild Strawberry Compound,
Nyal's Pinol Expectoant,
Stearns' Sore Throat Remedy,
Cold Tablets, Cascara Tablets,
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Don't Forget the Date—Saturday the 24th.

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