

SHEA'S
Grocery &
Feed Store.

Gran. Sugar, 3 1-2 cts.
per lb.

Split Peas, 3 1-2 cents
per lb.

OATMEAL, 3 1-2 cents
per lb.

One dollar will buy as
much at our store as one
dollar and ten cents will
buy at any other store in
town.

SHEA'S
GROCERY and
FEED STORE,
Cor. George's and
Prince's Streets.

JUST OUT!

The Parents' Book.

A book which answers children's
questions.

The incessant "Why?" of the child-
ren represents a desire for knowledge,
a desire which should not be checked
if the children are to grow up into
intelligent men and women.

THE PARENTS' BOOK
not only answers questions, but
will enable the parent to grasp
the opportunity which the child's
eager questioning affords, of making
use of its curiosity to enlarge its
knowledge.

This book is a
CHILD EDUCATOR
in the truest sense; it draws out the
youthful faculties.

Simplicity the key-note.
A child can understand it.

Answers are given to thousands of
questions; these include questions in
every possible subject—
Everyday Objects, Science,
Manufacturing Processes,
Machinery and Inventions,
Nature Study, Biography, Geography,
Travel, History, &c., &c.
750 double column pages, illustrat-
ed; cloth cover. Price only \$1.15.

GARRET BYRNE,
Bookseller & Stationer.

ELLIS & CO.,
LIMITED.
203 Water Street,
Grocers and Wine Merchant.

Fresh New York Turkeys.
Fresh New York Chickens.
Fresh New York Ducks.

FRESH IRISH SAUSAGES.
Scotch Beef Ham.
Ayrshire Roll Bacon.
Irish Hams.
Fish Bacon.
Canadian Bacon.
English Boiled Hams.

ENGLISH TRIPE.
Beefroot.
Carrots and Parsnips.
Sweet Potatoes.
New Cabbage.
Asparagus.
California Celery.
Ripe Tomatoes.
New Cucumbers.
Artichokes.

FRESH SMOKED KIPPERS.
Naval Oranges.
Dessert Apples.
Ripe Bananas.
New Rhubarb.
Valencia Oranges.
Messina Lemons.
Grape Fruit.
Jamaica Oranges.

BLUE NOSE TABLE BUTTER.
Fresh supply

HULLER'S
CELEBRATED CONFECTION.
ERY-1/2, 1 & 2 lb. boxes.

REMEMBER OUR TELEPHONE
Nos. 482 & 786.

An Intelligent Person may
earn \$100 monthly corresponding for
newspapers. No canvassing. Send
for particulars. Press Syndicate
1415, Lockport, N.Y. Dec 15/11

MINARD'S LINIMENT CURES DIS-
TEMPER.

Two Rivals

**Two Famous Sea Skippers Who
Contested for the Blue Rib-
bon of the Sea.**

(By H. F. SHORTIS.)

Nothing interests Newfoundlanders
more than to hear accounts of the
perils, the hardships and the escapes
of their fellowcountrymen, more es-
pecially upon the high seas, and this
is nothing to be wondered at, as from
time immemorial their lives have been
and still are mainly connected with
the fisheries and mercantile marine of
our country.

In years gone by before the sailing
fleet was superseded by steam hun-
dreds of our young men were employ-
ed in our mercantile marine, and their
reputations for able seamanship, agi-
lity, the power of withstanding hard-
ship and their contempt for danger,
gave them a wide-world reputation.
Their services were sought after and
eagerly availed of, on both sides of
the Atlantic, and hence we find their
names figuring in the maritime his-
tory of England, United States, India,
Japan and all those countries where
commercial enterprises have been
steadily advancing until they possess
that prominence which they possess
to-day. In the East India trade the
late Capt. Alex. Chitt was a trusted and
competent commander, and for many
years sailed between London and Cal-
cutta and other parts of India and
China. In Egypt he had the late
Commander Richard Prior, of St.
John's, who was for years in 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 the late Capt. Theo-
dore Watts, the most successful seal-
hunter of the Southern Seas, who
had his home in New Zealand for
many years. In British Columbia we
have the Noels, Barrys, Jackmans, Al-
cocks, Heaters, Gossets, etc., who have
upheld the reputation of their native
land in that northern clime. In con-
nection with Arctic exploration, we
had the late Capt. W. H. Norman who
successfully navigated the ship Pro-
teus to the frozen north, and who was
the means of saving the lives of
Greely and his companions from a
terrible death through hardship, mis-
ery and starvation, and, even to-day,
we have in our midst our plucky and
competent young Commander, Robert
Bartlett, who has made a name for
himself and his crew of Newfound-
landers in accomplishing their part
of the mission in discovering the
North Pole. They have nobly upheld
the reputation of their fellow-country-
men for pluck, perseverance and cap-
ability as sailors, either in the frozen
North towards the Pole, or the burn-
ing sun of India, Africa, or South
America. All this great love for a
sea-faring life, surrounded as it is by
its hardships and its dangers, has
been handed down from sire to son
until it has become their very nature
to seek the most dangerous adven-
tures, and thus they are to be found
in the front rank of every enterprise
where their duty calls them. In their
youth a spirit of friendly rivalry ex-
isted amongst them, 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 royal yard, first on the lee yard
arm, first over the bows when the
"rams" were used to enable the crew
to assist their ship in her passage
through the ice-floes, in a word, every
was competition in every act of their
busy and exciting lives, from being
first on the ice, to hauling the largest
number of seals in one tow, it was
amusing to listen to the determination
of each and every one of those hardy
sailor men advance and endeavour to
maintain the superior sailing quality,
steering quality and every other qual-
ity of the respective vessels in which
they sailed at one period or other.
Not alone would the sailors advertise
the various good qualities of their
vessels, but, the captains, and even
the owners would also enter the de-
bate, the result being an understand-
ing that at the first available oppor-
tunity the question would be settled by
starting for the same port, at the same
time, if at all possible, and many hun-
dreds of dollars would change hands
on the result being known, and it is
hard to say on occasion that gives the
material for my present article.

Over half a century ago there stood
prominently forward amongst our ship-
builders, two men, either of whom was
certainly looked upon as the Michael
Angelo in the construction of the Mer-
cantile Marine of our country. It
would be difficult indeed for any per-
son, no matter how proficient in nau-
tical 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 in plying between Europe,
South America and elsewhere, it some-
how happened that one was a week or
more ahead in starting, and thus no-
thing definite could be decided regard-
ing their sailing qualities—the experi-
ence of the crew, or the capabilities of
the masters. The names of these great
master-builders were Michael Kear-
ney, of St. John's, and Jonas Newhook,
of New Harbour, Trinity Bay. At last
the opportunity occurred of deciding
for once and for always the matter as
to which should bear the palm. Each
of the famous ships held a notable re-
cord, the *Rothsey*, of Harbour Grace,
built by Kearney, and owned by Pun-
ton & Munn, having made the run from
the above port to Liverpool and back
in thirty-eight days, and upon her,
built by Newhook, owned by Stabb,
Rowe and Holmwood, St. John's, had
also a record which was considered
hard to best, even by the shipyards
which were built, and manned by
British master-workmen and sailors
on the other side of the Atlantic. The
Rothsey was commanded by Capt.
Taylor and the *Tasso* by Capt. Gold-
worthy, and each was manned by as
hardy and as competent a crew as
ever was met.

In the year 1856, the good ship
Tasso, barque rigged, built in '53 or
'54, sailed from the wharf of Stabb,
Rowe and Holmwood, bound for Dem-
erara, British Guiana, and upon her
arrival found moored near where she
dropped her anchor, the full-rigged
barque *Rothsey* of Harbour Grace,
which arrived only a few hours in ad-
vance. The two ships discharged and
loaded with sugar, the *Tasso* bound to
St. John's and the *Rothsey* to Har-
bour Grace. As a matter of course great
rivalry existed between the two cap-
tains, and as a natural consequence,
the consignees—the friends of the
captains and crews, became most en-
thusiastic over the prospect of such
a glorious opportunity to test the sail-
ing qualities of the two famous ships.
The two captains bet ten pounds ster-
ling on their respective ships—the
consignees took their hand in, and the
sailors' bet according to their means.
As the *Rothsey* had to go to Harbour
Grace, it was decided that the result
should be final upon the first to ar-
rive and report at Cape Spear, near
St. John's. The two ships left Dem-
erara at three o'clock, on one beau-
tiful day in July, with a light breeze
and every inch of sail that they could
carry on them. Each captain and
crew saw their chance of being first
drawn and going through the water
like a sword fish. The sun soon set,
and the tropical night, overcast the
stars, and the moon shone brightly
and there was no sign of the *Roth-
sey* from the look-out of the *Tasso*.
There was a fine breeze blowing, and
the *Tasso* was slipping along at the
rate of nine knots, with scarcely a
ripple under her bows. Favorable
weather continued until the four-
teenth day out, when about 2 a.m.
"ape Race light was seen, and the
ship hauled up for the land, and as
the day broke she was quite near the
ape race, and slightly anchored in
sight. When the sun rose, the mist
disappeared, and the look-out sighted
a sail well towards the shore; but
before she was sighted the *Tasso* had
never been sighted by her rival. Then
came the tug-of-war—Greek to
Greek—the pride of the Newfound-
and mercantile marine. The *Roth-
sey* was further towards the land,
than her rival and managed to catch
occasional puffs of wind from the
sea-lands, and passed the winning
point, Cape Spear, in advance of the
Tasso. When the *Tasso* was at Sugar
Loaf, and thus won the race, which,
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
the benefits that are to be derived
from modern improvements in the
art of ship-building. The voyage of
the *Tasso* occupied forty-one days,
from the time she sailed from the
wharf of Stabb, Rowe and Holmwood
(now Allan Goodridge & Sons) until
she was moored there again, on her
return from Demerara.

And now it falls to my lot to re-
cord the final history of those two

famous ships—the champion *Roth-
sey* and her worthy rival, the *Tasso*.
Some time after, the *Rothsey* ran
ashore at Western Bay Head, Bay de
Verde, during a terrible snow storm.
She was then also under the com-
mand of Capt. Taylor, and Capt. Ed-
ward Condon was chief mate. That
sturdy descendant of a long line of
mariners, Capt. James Pike, of Car-
bonara, still hale and hearty, was one
of the crew as was also the late
Johnny Fennell. I forget the names
of the rest. After considerable diffi-
culty and great expense she was
floated off, and towed to Harbour Grace
by the old steamer Ellen (Gisborne),
and was turned bottom up at Munn's
eastern wharf, where a new keel was
put in her. When this was accom-
plished, she was righted again, and
the services of the fire engine "Med-
icinal" were brought into requisition,
and as this famous machine was pro-
vided with extension handles, capable
of permitting, probably, fifty men to
work on each side, she was quickly
pumped out, and was once more up-
right on her own keel. Before she
ran ashore she was barque-rigged,
with spanker, gaff-topsail and mizzen-
topsail staysails; but afterwards she
was rigged a brig and her name was
changed to *Terra Nova*. She was lost
during the great gale, October 9th,
1867, at Indian Tickle, Labrador, and
a glorious opportunity was lost.
The *Tasso* was three hundred and
three tons, about sixty tons larger
than her successful rival. The career
of this splendid specimen of local
built vessels was forever finished dur-
ing a great gale in December, 1856,
when on a voyage to Rio Janeiro,
Brazil, to New York, with a cargo of
coffee, when off Sandy Hook, the
full fury of the hurricane burst upon
her, and notwithstanding the heroic
efforts of the captain and crew, she
was driven against the rocks. Four
of her crew—three St. John's men and
an Englishman, manned the lifeboat,
but they had barely entered her when
she was swamped by the heavy sea
and the breakers and the four of them
were drowned. The captain and the
remainder of the crew remained on
board the ship, and their terrible
condition being observed by the
watchman on shore, efforts were
quickly made to save their lives. A
life-saving rocket with a line attach-
ed, was fired in the direction of the
ill-fated ship, but it failed to reach,
and five times the effort was repeat-
ed, and at the fifth most fortunately
the rocket carried the line on board
the *Tasso*, where it was quickly se-
cured by the crew. Communication
was thus established between the
Tasso and the life-savers on shore,
and a hawser was attached to the
line, which was also secured by the
shore people, after which a life-sav-
ing car was sent on board over the
hawser—pulled back and forth by
those on either end—until all 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 the people
generally, of the Old World and the
New.

50 Sacks
Irish Potatoes.

By s.s. Sardinian:
50 sacks Irish Potatoes,
50 cases Valencia Oranges,
10 cases Jaffa Oranges,
5 cases Lemons,
20 sacks Onions,
1 case
HUBBARD'S RUSKS,
1 case
Black Cat CIGARETTES.

By s.s. Stephano, Thursday,
May 1, '13:
N. Y. Turkeys,
N. Y. Corned Beef,
N. Y. Chicken,
Grape Fruit, Bananas,
Wine Sap Apples,
California Oranges,
New Cabbage, Tomatoes,
Cucumbers, Celery,
Rhubarb.

T. J. EDENS,
DECKWORTH ST and MILITARY RD.

Discoverer of Fish
Glue Is Dead.

Gloucester, Mass., April 26.—Ben-
jamin Robinson died yesterday, aged
84. While eating fish chowder many
years ago, he noted a gluey substance
on his spoon and after experimenting
for some time established an industry
which has become one of the largest
in the city.

If there is a defect in your vision
such as hypermetropia, myopia or
astigmatism, we'll be glad any day to
demonstrate to you what properly
fitted glasses will accomplish. R. H.
TRAPNELL, Eyesight Specialist.—
m5.t

A NEW HALL—A new amuse-
ment hall is now under construction
at Tor's Cove, and will be finished in
about six weeks' time. The building
will be 40 feet by 70. Work on the
exterior is practically completed.

ASK FOR MINARD'S AND TAKE NO
OTHER.

We Invite Your Inspection of Our
Wedding and Anniversary Presents!

New Cut
Glassware!

New
Silverware!

Souvenirs.
Brooches
Belt Pins Hat Pins
Sealskin Novelties,
etc.

Fruit Dishes
Bon Bon Dishes
Comportes
Water Jugs
Rose Vases
Sugar and Cream
Salad Bowls
Trifle Dishes
Scent Bottles
Knife Rests, etc.

Oyster Forks
Orange Spoons
Individual Butter Knives
Individual Salad Forks
Pickle Forks
Butter Knives
Cold Meat Forks
Gravy Ladles
Salt and Peppers
Cake Baskets, etc.

**Jewellery and
Silverware Dept.**

Ayre & Sons
LIMITED

**Jewellery and
Silverware Dept.**

A Tempting Display
OF
MARVELLOUS VALUE
THIS WEEK IN
**Choice Embroideries,
Dainty Sash Curtains**
AND THE
Acme of Style Showing
- IN
Gents' Hats, Ties and Sox.
A. & S. RODGER

Come In and Try On!
THE BEST WAY TO SELECT
Men's American Cut Suits,
and to insure CLOTHES satisfaction is to
"TRY ON."
Many men appear to think that if they try on garments they are
expected to buy. NOT SO AT COLLINS'S.
OUR AMERICAN CUT SUITS
are here to be shown and tried on. We're always as ready to show as we are to
sell and we'll find as much pleasure in showing you as you will in
"TRYING ON."
SUITS--\$7.50 to \$14.00.
P. F. Collins, 299, 302 Water-street.

We have the Reputation
of selling the choicest quality
P.E.I. Blue Nose Potatoes.
If you doubt us, try a sample barrel or two. A large
shipment to hand at lowest prices.
F. McNAMARA Queen St.
Advertise in The TELEGRAM.