

## Rugs and Carpets!

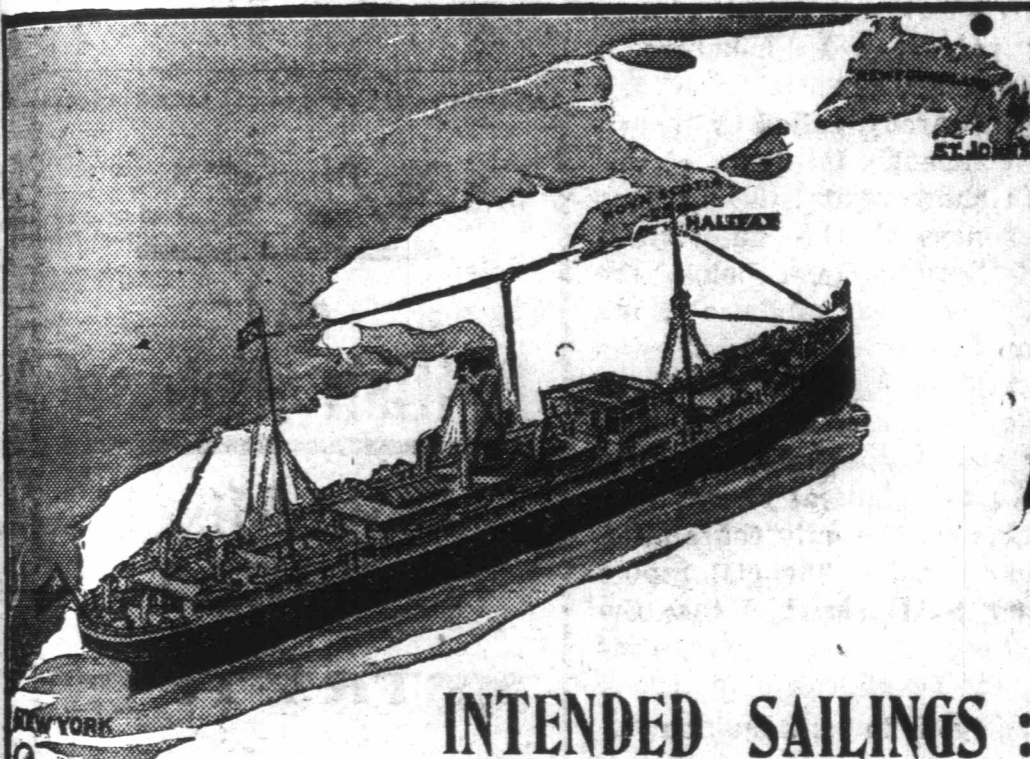
We announce the arrival of a new consignment of Wilton, Axminster and Tapestry Carpets, with Rugs to match.

These Carpets are remarkable for the rare beauty of their designs, and the exquisite softness of the color tones.

Sizes and prices quoted on application.

**U.S. PICTURE & PORTRAIT CO.**  
CARPET DEPT.

## Red Cross Line



INTENDED SAILINGS:

### S.S. "FLORIZEL"

FROM ST. JOHN'S  
S.S. FLORIZEL, Dec. 29th.

FROM NEW YORK  
S.S. FLORIZEL, Dec. 29th.

**Harvey & Co., Limited**  
Agents.

When next you require Roofing think of

## CROWN BRAND ROOFING

Quality first. Costs a little more than the cheap kinds, but **The Value is there.**

**THE DIRECT AGENCIES, LTD.,**  
SOLE DISTRIBUTORS.

### SKINNER'S MONUMENTAL WORKS

Established 1874—and still growing stronger

St. John's, N.F. - - - 329 & 333 Duckworth St.



FORGOTTEN. REMEMBERED.

### MONUMENTS and HEADSTONES

Our new catalogue of Photo Designs now ready for Outport customers. Thousands have testified their satisfaction with our Mail Order system of buying Headstone and Monuments.

N.B.—None but genuine Frost Proof Tested Stone Sockets supplied with all orders; refuse imitations now in the market. Give us a trial order and get the best there is. Price List sent to any address on receipt of postal.

## Shipwrecks and Loss of Life on the Coast of Newfoundland.

BY JAMES MURPHY.

"Oh for a soft and gentle wind,  
I heard a landsman cry,  
But give to me the snoring breeze  
And white waves heaving high,  
And white waves heaving high, my boys,  
The good ship tight and free,  
The world of waters is our home  
And merry men are we."

This many years ago since Allan Cunningham penned the above verse, and since then many seamen have left their bones to bleach 'mid the waters of the broad Atlantic, and the coast of Newfoundland has been the scene where many a stately ship and hundreds of men and women of other climes have found their last resting place. In this country in by-gone days there was much superstition among the fisher folk, as regards the supposed apparition of vessels before they had come to their doom. They believed with the same recognized belief, as did the seafaring residents of Wales, that spectre ships were said to have been seen on that coast. Two verses of a song in relation to the appearance of such vessels, were first published a good many years ago, they are as follows:

"Oh mother see what's coming  
Toward us upon the sea,  
A sail I think is looming,  
Our Willie it may be.  
A ship it is, the one that came  
To bear him from the shore,  
Mother it is the very same,  
He'll come to us no more.

"That night amid the darkness  
The 'Charter' sought the land,  
No opening harbour found she,  
But wrecked upon the strand.  
A fearful storm was raging,  
And the billows rolling high,  
When the mother sadly gazing  
Saw her own dear Willie die."

Some time previous to the demise of the late Judge Prowse, he asked me to collect, all the names, or as many as possible, of these heroes of our Island home who had rescued the lives of seamen and others from the wrecks on our shores. The Judge, so he informed me, was contemplating the production of a book, comprising the heroic deeds of our countrymen, displayed in the saving of life. It is not a pity only, but it is a sin and a disgrace to us as Newfoundlanders that no records have been kept in book form, from which, not alone could the sons of Terra Nova take pride in reading about the bravery of their fathers, but they could be perused as well by the residents of other climes. There has been a great lot of valuable deeds of heroism, stories especially of the sea, lost to the present and to the coming generation. I have done what little it was possible for me to do. I have done it gratuitously. I do not wish to imply that I am a patriot, when I speak thus, but I want it to be understood that I have not asked, nor have I received one cent from the proprietors of newspapers for what I have contributed to the press in relation to the part of my native country. I declare this here, through the columns of the *Mail and Advocate*, I do this so as a few "know-alls" may know that despite their talk to the contrary that my statement is correct. But I would wish to explain and fearlessly also, that if the hand of friendship and of justice were given me, that I have capabilities within me, and the knowledge, through research of the past history of this land, if I were tendered only on half as much of the "glad hand" as those who have issued publications, I would be enabled to publish items of far greater interest to future generations than many now in existence in relation to Newfoundland. I wish to say further that my industry of research and my love of it as well, makes me secure against the charge of pilfering, of which I have seen so much done in my time.

The first production of wrecks and of less of life, which I propose to portray, will be the awful catastrophe which took place at Petty Harbour in 1848. From the survivors the following information was gleaned:—"The 'Omega,' a ship of 1227 tons, commanded by Capt. David Garrick, sailed from Liverpool on the 16th. January with a cargo of iron coals, salt &c., with a crew of about 30 men and boys and 315 passengers, bound to New York. The ship encountered a tremendous gale of wind on February 10th, in which she lost her rudder and sail, excepting her square sail. In this condition she remained unmanageable until the 12th, when a vessel appearing in sight, the Omega hoisted signals of distress, and the brig, Aurora, Capt. Scott, from Liver-

pool for St. John, N.B., having been down offered, on ascertaining the ship's disabled state, to take out her passengers and crew, which offer was gladly accepted. The Omega's boats were launched and engaged for several hours in conveying the passengers to the Aurora. The wind blowing hard, with a considerable sea on, rendered this a tedious operation, and by the time that about half the passengers were transhipped, the wind and sea rose to such a height that one of the boats in returning from the Aurora was swamped and the second mate and four hands were lost. The other boats were then necessitated to abandon the undertaking. Night coming on the vessels separated and saw each other no more. The Omega continued to drift about at the mercy of the winds and waves until the 17th of February, when she fell in with the Barbra, Capt. Skinner, bound from New York for Ireland, with a full cargo of corn. Captain Skinner immediately consented to take the remaining passengers and crew of the Omega on board his vessel and having thrown overboard a considerable portion of his cargo, in order to offer the people room below decks, of which there were from 130 to 140 persons, including about half the Omega's crew, with provisions and a couple of casks water, were transferred to the Barbra. When the vessels were separated as before, by the occurrence of a gale of wind, which continued during the whole of the succeeding night. On the following day the Barbra sailed to the probable direction of the Omega, but could find no trace of her. The captain, mate, mate eight or ten men and from 25 to 30 of the passengers were left on board the ship. Captain Skinner then shaped his course for St. John's. On Thursday, the 2nd Oct., the wind blowing strong from the westward, he came in sight of the land, but ignorant of the locality, being in doubt whether it was the Cape Breton or Newfoundland shore. On Friday the Barbra approached the land and perceiving a harbor sent her boat in for a pilot and a supply of water. The ship's boat was accompanied out of the harbor (which was ascertained to be Renew's) by a boat belonging to the place, one of the crew of which offered to pilot the vessel in if she would approach nearer to the shore. Captain Skinner, however, upon being made acquainted with the locality, and the wind being fair for St. John's, decided unfortunately on proceeding thither, and continued his voyage, which he expected to successfully conclude in a few hours. As night set in, however, the wind died away, and after a while it sprang up from the South East accompanied by snow, which fell so thickly as to prevent the sight from penetrating more than a dozen yards. The vessel became gradually encompassed by slob ice, which being pressed by the winds towards the land, carried the ship along with it, and as day broke she was discovered to be close to the rocks. All efforts to extricate her from her perilous position being unavoidably she shortly afterwards struck upon the Point, before mentioned near "the spout," and soon broke up the masts, having fallen against the cliffs. The more active of the passengers and crew jumped

from off them and the bowsprit on the rocks and those who were fortunate enough to gain a footing with great difficulty succeeded in clambering up the cliffs. Many a scene was, however, presented to the view of a heart-rendering description. The affectionate father or husband in endeavouring to rescue a wife or child might have been seen to miss his footing and fall, either mangled upon the rocks or drowned in the sea, together with the beloved object whom he sought to save. The great majority of those on board however perished in their berths as the vessel filled and broke up, carrying with her about 115 persons. Captain Skinner, his mate and steward, with a female passenger and her infant, took to the boat shortly after the vessel struck and were never heard tell of afterwards. The survivors, after wandering about for a considerable time in doubt which way to turn, at length, providentially met with a persons of the name of Chafe, belonging to Petty Harbour, who was out gunning. The man immediately proceeded to Petty Harbour accompanied by a few of the shipwrecked persons in order to obtain assistance, which being promptly secured, the whole of the remaining survivors were taken to Petty Hr., some on slides and some on the backs of the kind-hearted people. The people of this village were always noted for their kindness.

James Cook an English circumnavigator, was born in 1728. He served in the merchant and naval service and attained a lieutenancy in the latter. He was in command of Lord Calville's flagship when she came to the relief of St. John's in 1762 and performed such conspicuous service, as to win the highest esteem of the Governor of that day. In 1768 he started on a voyage of discovery, he explored the coast of Australia and arrived home in 1771. In 1779 he doubled Cape Horn and visited Tasmania. In 1776 he discovered the Sandwich and other islands of the Pacific and explored the North West Coast of America as far as Alaska. Capt. Cook was afterwards murdered by the savages at Hawaii in 1779.

### FAMOUS MEN

Sebastian Cabot, a celebrated navigator of Venetian descent, was born in Bristol, England, 1477. After accompanying his father in several voyages in quest of a north-western passage, during which they discovered Newfoundland, Cabot entered the Spanish service in 1524, made one voyage to America and then returned to his native country, where he was made Grand Pilot of England. He died in 1557.

Christopher Columbus, discoverer of America, on Oct. 12th., 1492, after two months of great peril and in the end mutiny of his men, was born in Genoa 1488. He went to sea at 14 and cherished, if he did not conceive the idea, of reaching India by sailing westward. He applied in many quarters for furtherance and after seven years of waiting was provided with three small vessels and the crew of 120 men. First touching land at the Bahamas he visited Cuba and Hawaii and returned with spoils of the land and was hailed and honoured as King of the sea. He made three subsequent visits, and on the third had the satisfaction of landing in the mainland, which Sebastian Cabot and Amerigo Vespucci had reached before him, but he became at last the victim of jealousy, and charges were made against him, which so cut him to the heart that he never rallied from the attack and he died at Valladolid in 1506, broken in body and in soul. Carlyle in a famous passage statues him across the centuries—brave sea captain, Norse Sea King Columbus, my hero royalist, Sea King of all.

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(To be continued)

### SEND US THE NEWS

Do you know of a wedding, a death or an accident?  
Has there been a concert or entertainment of any kind given in your locality?  
Has there been a lodge or any other meetings in your locality?  
Has anyone moved in or moved out?  
We would like to tell our readers all these things, but we are not mind readers.  
If you tell us we will do the rest.

### SEND US THE NEWS

from off them and the bowsprit on the rocks and those who were fortunate enough to gain a footing with great difficulty succeeded in clambering up the cliffs. Many a scene was, however, presented to the view of a heart-rendering description. The affectionate father or husband in endeavouring to rescue a wife or child might have been seen to miss his footing and fall, either mangled upon the rocks or drowned in the sea, together with the beloved object whom he sought to save. The great majority of those on board however perished in their berths as the vessel filled and broke up, carrying with her about 115 persons. Captain Skinner, his mate and steward, with a female passenger and her infant, took to the boat shortly after the vessel struck and were never heard tell of afterwards. The survivors, after wandering about for a considerable time in doubt which way to turn, at length, providentially met with a persons of the name of Chafe, belonging to Petty Harbour, who was out gunning. The man immediately proceeded to Petty Harbour accompanied by a few of the shipwrecked persons in order to obtain assistance, which being promptly secured, the whole of the remaining survivors were taken to Petty Hr., some on slides and some on the backs of the kind-hearted people. The people of this village were always noted for their kindness.

(To be continued.)

# TEAS

AT THE LOWEST PRICES, BUT UPON WHICH YOU CAN ABSOLUTELY RELY, AT

## BLAIR'S.

We offer:—

REAL GOOD TEA @ . . . . . 40c. lb.  
EXTRA GOOD TEA @ . . . . . 45c. lb.  
SUPERIOR QUALITY TEA @ . . . . . 50c. lb.

We are enabled to do this as we import these teas in large quantities direct from Ceylon when the markets are at their lowest, and we give our customers all the benefits. We have on these values quadrupled our Retail Tea Trade during the past year, as all our customers find our teas are the very best they can get for the money. The above are all straight Ceylon Teas, but we can also give you the milder Blended Teas as packed by Messrs. Lipton, Ltd., London (and which have always had a large sale) at 50c. and 60c. lb. The other teas previously mentioned are put up by ourselves to suit a large portion of the Newfoundland market which does not care for blended teas.

However, we can suit you to a T no matter what your taste.

## HENRY BLAIR

## CANNED SALMON,

75 CASES

Janes' Pack. Just Received.

Recent Arrivals:

25 cases FRESH EGGS.  
30 tubs CANADA BUTTER.  
50 boxes CHEESE.  
150 boxes EVAPORATED APRICOTS.

20 cases Citron, Orange & Lemon Peels,

30 boxes COFFEE—1 and ¼ lb. tins.  
25 sacks GREEN COFFEE.  
25 cases CREAM OF WHEAT.  
10 gross NERVILINE.  
20 gross HERB SOAP.  
50 kegs GRAPES.

'PHONE 647.

## Steer Brothers

## To My Outport Friends:

As the Fall is now approaching, you will, no doubt, be thinking of coming to St. John's to purchase a supply of clothing for yourself and the boys. Our purpose in writing this is two-fold; we want to make a fair profit on the Goods we sell you, and also to give you the best possible value for your money. We offer you **GOOD VALUE FOR GOOD MONEY.** We have no **TWO PRICES,** and guarantee all a square deal. Anyhow, drop in and see our clothing when in the city, and if not satisfied with the Prices and the Goods, you need not buy.

With best regards, I am,  
Yours truly,

### T. J. BARRON

BOYS' AND MEN'S OUTFITTER.

358 Water Street, St. John's, Nfld  
One door west of Post Office

## Lively Scene in Dutch Lower House

AMSTERDAM, via London, Nov. 20.—The usually calm proceedings of the Dutch lower house were disturbed by a scene of great excitement, on Thursday, when Deputy Nierstrasse, in a vehement speech, declared that vari-

ous deputies, belonging to the commission for food control, were using their position for personal profit. The members attacked crowded around Nierstrasse crying "Throw him out."

The Socialist leader Troelstra climbed on a bench and hurled reproaches at the accuser. The president was finally forced to suspend the sitting.