

**THE HAT that Smartly Dressed Ladies are wearing this season.**

# LADIES' BEAVERS

Have you got yours yet?  
If not see the Display in our East Window To-Night.

**\$2.50 and \$3.30 each.**

Have you ever noticed what a difference a Ladies' Hat makes in her appearance?

The Lady who wears a Beaver this Season has chosen well.

**See Window.**

# S. MILLEY.

### Kelly and Mack.

Last night there was a capital house at Rossley's. Kelly and Mack, as usual had the house in roars. Their sketch is more than funny. The pictures were very fine and up to the high class shown at Rossley's. Mrs. Rossley is rehearsing her pantomime troupe twice daily and has quite a few of our best dress and costume makers at work on the wardrobe. The story of the pantomime is written entirely by Mrs. Rossley. It is very ingenious, pretty and novel and altogether different to any of the other pantomimes. The special songs were written for this production, and are all grand and never heard anywhere else before.

### APRON SALE.

Tea Aprons made of good quality Lawn, assorted patterns, large and tie strings, 15c, 20c, 25c, 35c. Some worth double.

Ladies' White Lawn Aprons, 20c. to 65c. each.  
Ladies' Col'd Overall Aprons, big assortment.

THE WEST END BAZAAR,  
dec 4, 21 51 Water St. West.

### Reids Boats

The Argyle left Burin at 6.30 p.m. yesterday, going west.

The Bruce leaves North Sydney to-night.

The Clyde left Twillingate at 3.30 p.m. yesterday, outward.

The Dundee sailed from Port Blandford at 11 a.m. to-day.

The Ethie left Clarenville at 6.40 a.m. to-day.

The Glenoce arrived at Placentia at 7.50 p.m. yesterday, and sails again to-day.

The Home left Pilley's Island at 3.45 p.m. yesterday, inward.

The Kyle is north of Twillingate.

The Lintrose arrived at Port aux Basques at 7.35 a.m. to-day.

The Melgie left Curling at 9.10 a.m. yesterday, going north.

\*\*\*\*\*  
\* BUSINESS AS USUAL \*  
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### Here and There.

**OTHELLO AT CARDIFF.**—The S. S. Othello arrived at Cardiff from here yesterday.

**POLICE COURT.**—Two drunks and two disorderlies were each fined \$4 or 14 days; a domestic for safe-keeping was released.

**CODFISH SHIPMENT.**—The schr. Maud sailed from Grand Bank for Oporto yesterday with 3,100 qtls. of codfish.

**MORE DIPHTHERIA.**—A case of diphtheria was reported at Hoylestown yesterday. The patient, a 7-year old girl, was removed to hospital.

**LINTROSE PASSENGERS.**—The Lintrose arrived at Port aux Basques at 7.35 a.m. to-day with the following passengers in saloon:—W. H. Baird, G. Vilesen, B. and Mrs. Nayman, J. O'Farrell and R. Rogers.

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\* BUSINESS AS USUAL \*  
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**OFFICERS RETURNED.**—Constable Tulk of Twillingate, who brought two prisoners here for the Penitentiary, and Constable Pittman of King's Cove, who brought a patient for the Lunatic Asylum, left for their respective stations to-day by the Prospero.

There will be a meeting of the St. Bon's Ladies' Association in the Aula Maxima on Monday, 7th inst., at 4 o'clock. As business of importance will be transacted all the members are urgently requested to attend.  
MARY C. BATES, Hon. Sec'y.  
dec 4, 21

### DIED.

At 10.20 a.m., Richard Francis, darling son of Mr. and Mrs. Chas. F. Marshall, 23 Freshwater Road, aged 1 year.

This afternoon, after a short illness, William Peddigrew (undertaker). Funeral notice later.

### ROSSLEY



### THEATRE.

Laughable Sketch,

### Dark Town Review

Songs, Jokes, Cornet and Violin Solos.

GREAT VITAGRAPH FEATURE with Edith Storey, E. Lincoln, Earl Williams and others

Besides 3 Other Pictures.  
In Preparation,  
THIRD ANNUAL CHRISTMAS PANTOMIME.

## An Opportunity for Household Economy

The great advance in price of cream of tartar—which is derived from grapes—due to inability to care for and market the grape crop in the European countries now at war, can be made advantageous to housewives

Housekeepers will find it more economical and much more satisfactory to use Royal Baking Powder, which is made from highly refined, pure cream of tartar. First, because the price of Royal has not been changed and it will do perfect work; second, because food made with Royal Baking Powder will be finer and more palatable; and finally, because it insures the absence of all danger from alum or similar unwholesome products.

The old-fashioned custom of buying cream of tartar and mixing it with soda, or using sour milk, may be discarded with profit. The high cost and scarcity of cream of tartar furnishes a temptation to unscrupulous dealers to substitute an adulterated product, which may be either lime phosphates or alum, that will change the baking strength and may spoil the food.

### Sealing Commission.

(Thursday, Dec. 3.)

Proceedings before the Commission were resumed at 3 o'clock yesterday, when Capt. A. Kean, who commanded the Stephano at the ice last spring, was examined. The purpose of Capt. Kean's evidence at this sitting was to explain the chart that had formed part of the evidence taken before the Sittenbury Magistrate.

Capt. Kean being sworn and examined by the Minister of Justice, said he had prepared a plan showing the position of the ships on March 31st last. Witness then explained that the chart was not critically correct, but rather a sketch to be used for purposes of illustration. The position of the Newfoundland was not correctly indicated by the chart. Capt. Kean then pointed out to the commission the correct position of the Newfoundland from the Stephano, when he dropped her crew. Witness also indicated the position of other ships at the same time. The Newfoundland bore about S.E. by S. from the Stephano. The Newfoundland's crew boarded the Stephano about 11.20 on the morning of March 31st. The Newfoundland was jammed, and to the knowledge of witness, the ice was not moving. After getting the Newfoundland's crew on board, witness directed his ship to a point about south, during which time the Newfoundland was visible, and George Tuff was directed to set his course accordingly. Witness judged his ship had gone two miles, and thought the Newfoundland was about three and one-half miles from where her crew was dropped. Capt. Kean's evidence in chief will be taken at a later date.

George Tuff (continued), examined by Dr. Lloyd, detailed his conversation with Capt. Kean when the Newfoundland's crew were dropped. Witness was directed to go in a S.W. direction, passed carcasses, and judged by the wind that he was going S.W. Asked as to suggestions for averting a future similar disaster, witness said better protection was needed for the men, who might run less risk. Witness would first do away with panning as conducted at present. Seals should be hauled to the ship from say, half a mile. Four master watches might afterwards be allowed to go with their men 2 1/2 miles from the ship and haul seals to one flag if it was closer than their ship. Panning must be done, but under modified conditions, as any other course will be more than the men can stand. Witness thought men should not be permitted to go more than 2 1/2 miles from the ship to haul or pan seals. Witness had no suggestion as to provision for food when on ice, except that he usually provided himself with sufficient food in case he was kept out over night, and an extra pair of socks. He thought the men should look after themselves better than they do. Crews can get all the food they want, and if it is their own fault if they don't have it. Witness thought tents or kettles and such like were cumbersome and impracticable. The duties of master

watches were fully outlined to the commission, as known by the witness. As to lifeboats, in the past, witness regarded the provision absolutely useless, the boats were unfit. He thought sufficient lifeboats in good condition should be carried, but did not profess to have expert knowledge. Dories were better than the punts used. Witness had been out on ice by orders of the captain when men were frostbitten and suffered severely. He thought something should be done to prevent this, but could offer no practical suggestions. He thought there was danger in overloading ships, especially in bringing seals on deck. In his experience, proper precaution is to take care as to stowing the seals on board. Witness thought men should undergo medical examination before proceeding to the sealfishery, as many went who were physically unfit for such work. The men who were most active were those who came out of the disaster best. In answer to Mr. Justice Johnson, witness did not know how to improve the condition of the men in the wooden ships; he had never been on the steel ships. While there were many discomforts, he did not think the health of the men was endangered. The men get as good food or better on board as at home, and it is their own fault if they go short, in most cases.

Sidney Jones, sworn, examined by Dr. Lloyd, deposed that he was a master watch on the Newfoundland last spring. He had been 13 springs to the ice. On Monday, March 30th, he heard the Stephano signalled to the Newfoundland that there were seals about. Next morning it was fine, our ship was jammed, and our crew left about 7 a.m. The ice was bad for travelling. On the way to the Stephano about 30 of our men went back to our ship, saying it was a long walk with nothing ahead. He heard no talk about bad weather at this time, 10 o'clock, but he expected it. Reaching the Stephano it was pecking snow and getting worse all the time. Was on the Stephano about 15 minutes; the ship was moving while they were on board, he heard S.W., but did not know. About 1 p.m. it was decided to travel towards the Newfoundland, as it was snowing fast, and witness set the course E.S.E., which took them to the path they came out over in the morning. The path was recognized by flag poles, and could have

been no other. This was near about 3 p.m. The path was kept until nearly dark, when it was lost, covered over with snow. Witness heard a whistle at 4.30 and again at 4.45, travelling along the path all the while, the course was set and the whistle bore about S.S.E. When the men stopped, witness estimated the Newfoundland was about a mile away. The wind was blowing strong, increasing all the time, but not enough to deaden the whistle. When the men went to the Stephano, witness thought they would stay there all night, as if any work was to be done, they could not get back to their own ship. No objections were heard from anyone as to leaving the Stephano because of storm. Throughout Tuesday night the weather grew continually colder, with wind veering round to westward. In the morning the storm was furious, until towards the afternoon the weather cleared, but it was intensely cold. Saw the Newfoundland late in the evening of Wednesday, and judged her to be over five miles away. The wheeling ice may account for her being so much further away on Wednesday than on Tuesday. Witness was of opinion that panning seals was more dangerous for the men than hauling. He thought 3 miles was far enough for men to be sent from a ship on the ice, though the condition of the ice would of course, make a difference. He regarded dependence upon other ships as a dangerous practice. The crew of the Newfoundland seemed to be fairly well clothed. The boats for the most part are not fit to go any distance in. The lifeboats were fairly good; dories were much better than punts. He thought four lifeboats might be easily carried.

The Commission meets again this afternoon.

### Fads and Fashions.

Each month brings with it a wider skirt.

The dressier the suit, the shorter the coat.

That the sleeve be transparent is important.

The Turkish skirt promises to become popular.

Glass flowers and fruit appear on sporting hats.

The new blouses have both bolero and long lines.

Some fur coats have all the fullness at the sides.

Somes toques are modeled altogether out of fur.

Hand-embroidered underwear increases in desirability.

Ostrich and jet are still holding their own in millinery.

A combination of long and short fur is extremely smart.

Crepe de chine is still much used for semi-tailored waists.

A coat with cape sleeves is seen among the fur novelties.

The flat hat with the soft, tam-shaped crown is favored.

## How About YOUR Bedding?

The Cold Weather is Approaching.

We Are Now Showing a Large Stock of

# BLANKETS and QUILTS

At Extremely Low Prices. An Opportunity You Ought not to Miss.

**BISHOP, SONS & CO., LIMITED.**



## Black Oats.

JUST RECEIVED,  
Ex S.S. "Morwenna."

**500 Sacks Black Oats.**

**COLIN CAMPBELL,**  
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