

**G. KNOWLING,
Grocery Department,**

has just received a shipment of the Celebrated Goods of the Maggi Co., which he offers at the following low prices, viz:

- MAGGI'S ESSENCE, for flavoring soups. A few drops will instantly improve the flavor of soups, 25 cts. bot.
- MAGGI'S SOUPS IN TABLETS—One tablet gives 3 portions in the following sorts: Oxtail, Mock Turtle, Julienne, Green Peas, Printannier, &c.
Black Label—5 tablets for . . . 15 cts.
Red Label—5 tablets for . . . 21 cts.
- MAGGI'S BOUILLON CUBES—12 cubes in tin; each cube sufficient for one portion, 20 cts. tin.
- MAGGI'S CONSOMME—IN CAPSULES, of two portions, 5 cts. capsule.

These goods are all of the very highest quality and are much superior to largely advertised goods at higher prices.

GEORGE KNOWLING.

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Evening Telegram

W. J. HERDER, - - Proprietor
W. F. LLOYD, - - - - Editor

SATURDAY, Feb. 8th, 1913.

Notes and Comments.

Morris's Day is Done!

He has got to go!

He is not making good with the people. He misled as to the cost of the branch railways. He floated some \$4,000,000 bonds and he led the people to understand that the loan would pay for the completion of the branch railway construction.

This was in the spring of 1910. Two years later he asked for power to float another \$2,000,000 lot of debentures, and said that he only meant that the first loan would pay the contractor for the laying down the track, if that track was an outside estimate.

But it did not prove an outside measure. According to the statement of the Minister of Finance the distance is under-estimated by 100 miles.

This in itself shows that the \$4,000,000 would not pay for laying down the track at \$15,000 a mile. For 350 miles would cost \$5,250,000.

On the score therefore of the under-estimate in mileage and without reckoning anything but the \$15,000 a mile for track laying, and even supposing which is not the case that the debentures were sold at par, Sir Edward was a million and a quarter dollars short in his estimate.

But Sir Edward himself told us in 1912 that the Port-aux-Basques line cost \$19,000 a mile and that in his calculations in 1910 he left out any estimate for fencing, stations and extras generally. Now taking the mileage at 350 and the cost at \$19,000, which is probably much below what the cost will average out when everything is paid for, the cash required to pay for the completion of the branch railways would be \$6,650,000.

Now, where is this six million, six hundred and forty thousand dollars to come from. The 1910 railway loan realized about \$3,700,000. The figures for the 1912 loan have not been furnished. But if the amount realized in the two loans, 1910 and 1912, comes up to \$5,500,000 Newfoundland will be lucky.

**HIGH GRADE GROCERIES,
FOR THE LENT SEASON.**

GEORGE KNOWLING

Offers the following at his East, West and Central Stores.

- ABERDEEN HERRING in Tomato Sauce, 17c. tin.
- AGERDEEN KIPPERED HERRING, 18c. tin
- ABERDEEN BLOATERS 16c. tin
- ABERDEEN FRESH HERRING 13c. tin
- The above are packed by the well known firm of A. & M. Smith, who have world-wide reputation for quality.
- MORTON'S FISH PASTES, in the following sorts, viz:
Lobster, Salmon, Salmon and Anchovy, Salmon and Shrimp, Potted Shellfish, &c. 9c. tin
- MORTON'S FRESH MACKEREL 25c. tin
- MORTON'S KIPPERED MACKEREL 35c. tin
- SARDINES in tins; small, 8c; large 13c. tin
- NORWEGIAN SMOKED SARDINES—
"Skipper Brand" 16c. & 23c. tin
"Crossed Fish Brand" 13c. & 20c. tin
- FINEST FRENCH SARDINES 20c. tin
- WHITING ENTREES 25c. tin
- DRY SALT FISH 6c. lb.
- BONELESS CODFISH 12c. lb.
- SHREDDED CODFISH 8c. pk.
- "VIDONIA" FISH BISCUITS 22c. tin
- GROSSE & BLACKWELL'S FINEST OLIVE OIL, from 17c. bt.

G. KNOWLING

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It follows, therefore, that not only was Sir Edward Morris wrong in 1910 in leading the country to believe he could build the branch lines on the first loan, but he is wrong in leaving the country under the belief that the two loans will pay for them.

In 1910 he was out in his calculation about three million dollars, or about 75 per cent. In 1912, when he obtained the second loan he was still out more than a million dollars.

One of the serious features of the situation is that the country agreed to pay the contractor in cash. The country has therefore to float debentures and sell them before the Contractor can be paid.

If Sir Edward had calculated aright in 1910, even after he had made the initial blunder of agreeing to pay in cash, he might have raised the whole sum required on favorable terms. In 1912 he found the money market much less favorable than it was in 1910. If he went to-day for the balance the response would be more unfavorable than in 1912. It is not likely that a 3 1/2 p.c. loan could be floated at all.

Colonial Governments are finding the days of the 3 1/2 per cent. debentures are over. Recently New South Wales put a £1,500,000 railway loan on the market at 4 per cent. Queensland put a Two Million loan out at 4 per cent. Alberta offer a million sterling bonds at 4 per cent. at 97. These facts will be found recorded in The Empire Review for December. In the January issue of the same magazine we find that West Australia offered £1,000,000 at 4 per cent. with issue price 99. The public took up only £550,000. New South Wales offered £3,000,000 sterling at 4 per cent. at 99 1/2. The public took up only £450,000 or 15 per cent.

These facts show the gravity of the blundering in agreeing to take the risk of floating and selling debentures and the serious consequences of the miscalculations as to costs. Delays are often dangerous. Delays in factoring and counting-up the cost of the branch railway schemes are proving most costly to the colony.

The Police Court.

A teamster, drunk in charge of a horse, was discharged.

Head Const. Dawe summoned two women for having a dangerous chimney. Defendants agreed to make the necessary repairs.

A laborer was summoned for using lewd and abusive language to another. The case was dismissed.

If you would have your eyes accurately tested and correct glasses fitted go to R. H. TRAPNELL, Eyesight Specialist.—feb7,tf

The Drowning Enquiry:

The enquiry into the drowning of the young men Bartlett and Jones was continued yesterday afternoon when Capt. Roberts, of the John Green and J. Ricketts and A. West, deck hands, were sworn and examined.

West said when the tug was going down the harbour he heard a report from a gun and soon after saw the boat. One of the three men in it said, "We are wet." Andrew West told the men to go aft in the boat and steer aft. One of the men went aft and put out a sculling oar. When the tug began to move away with her tow there were five fathoms of rope out to the boat. Ricketts who had his oil skin on then went into the shelter of the deck house. West remained watching the tow. There was a good wind but on but nothing worth speaking about. The man who was amidships in the boat went forward. West shouted to the Engineer to stop as he realized the predicament the men in the boat were in. The Engineer answered that the engine was turning over. The tug did not stop and West told Capt. Roberts that something would have to be done. Capt. Roberts said the boat would have to be hauled up. When West went aft again he assisted Moyst getting aboard the tug. He saw another man floating over the stern of the boat which was submerged. A short search was then made for the missing men but without success. The boat was then hauled under the tug's quarter. West said the boat was struck by the propeller. Ricketts answered, "Never mind the boat till we get the men." Those in the boat did not say they wanted to get in the tug. West swore that the cause of the accident was the men going in the bow of the boat when they should have went aft.

Ricketts then gave evidence stating that when the tug first bore up alongside the boat he heard one of the men saying "give us a quick tow, we are wet." When the men floated out of the boat a line was thrown to them. No attempt was made to catch it. He hooked a cap out of the water belonging to one of the missing men. This cap he produced in court. The three men were in the bow of the boat when she was swamped.

Capt. Roberts evidence was:—"I am master of the steam tug John Green, which regularly has a crew of four all told, Daniel McDonald being engineer, Jas. Molloy, stoker, and A. West, deck hand. Ricketts was an extra hand. I have been 34 years towing and master of the John Green nearly ten. I got an order about 5:15 p.m. on Saturday being directed by the Manager of the Tug Company, Capt. Strong, to proceed to near Hynes' wharf and render assistance to some men, said to be jammed in the ice in a boat. We cast off and started right away. The wind in the harbour at the time was about S.W. It was blowing pretty hard and raining. When we reached off Hynes' wharf I saw a white painted jolly boat. We hauled in close, stopped the engine and came up right alongside her, on the outside. There was about 60 feet of ice between her and clear water. There were three men in the boat. When we stopped the tug, I went aft to the quarter and spoke to the men in the boat and asked if they were cold. I heard no reply. I told some of my men to give them a line, which was done. It was made fast to the ring bolt in the stem of the boat, had no further conversation with them. At that time one went aft, one amidships and one forward. They were standing at the moment and did not ask to be towed but understood from some of the crew that they wished to be towed to Bowings. We were stopped then. When the line was made fast I told the two men on the quarter deck to have an eye to the boat, and in passing the engine on the way to the wheel house, I told him to go very slow ahead. We started slowly. I took the wheel and the speed of the tug did not increase at all after we were clear of the ice and heading up the harbor. We were moving dead slow with just enough way to steer. We were just on a line with the eastern portion of A. Harvey & Co's wharf when I first became aware of any trouble. Andrew West ran forward to me in the wheel house and said, "Captain, there is something wrong in the boat, you'll have to stop." I telegraphed the engineer to stop and ran aft and saw one man holding the tow rope on the bow of the boat. There was no sign of the other two. Ricketts and West held on to the rope, hauling the boat up. I took hold and gave them a hand and the man who held the line was pulled aboard. I didn't see the other two in the water. Fireman Jas. Molloy was assisting in hauling the boat up. I took hold and was aboard I returned to the wheel house and turned the tug around to search. The tug being still a little under way. I ordered a few revolutions astern and then go ahead, and cruised about with a view to picking up the others. From my position in the wheel house I could not see a small boat astern without getting up and putting my head out the back window. I heard no shouting or calling from the boat at all. If the men in the boat did shout I couldn't have heard where I was but my men aft should have heard if there had been shouting. When we came to the wharf I asked Moyst, the man saved, his name and those of the two who had been lost. He refused to give me his own or the others, saying: "Mind your own business, you'll find out later on." I replied, "You needn't be so saucy," and he then went ashore. I have never had an accident of the kind before and have had varied experience in towing all kinds of craft and in rescuing boats and men from dangerous conditions. My opinion is that the man amidships in the boat in the stern, got forward in the bow with the third, and caused the boat's filling with the consequent loss of their lives. The spray coming in may have frightened them, and they changed their positions on that account. If they had remained in their original positions I consider they were safe for towing up the harbour. If I had thought their was the slightest danger I would have taken them aboard before starting. Moyst did not apply to me for admission to the engine room nor stokehold and I didn't know if he asked admission of

The Best Bread is Ayre's

the engineer. At the time I was directed by the Manager to go to the assistance of he boat we had not "banked up" up our fires for the night and even if there was nothing to do we would not have left to go home before 8 o'clock, as shortly before that we often get orders which will delay us for hours."

George Knowling

has just received a carload of 165 barrels of

CHOICE CANADIAN APPLES,

direct from the growers. Consisting of the following varieties, viz: BALDWIN'S, STARK'S, RUSSETS and BEN DAVIS. All in first-class condition.

Geo. Knowling.

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Due To-Morrow Night.

The Bruce express with the passengers for St. John's, on board, left Bay of Islands at noon to-day with rotary No. 1 coming ahead to precede the train over the Top-sails. It is snowing and drifting there to-day but the train it is thought will negotiate the plateau and is expected to arrive here to-morrow night.

Rotary No. 2 left Clarenville at 7 a. m. to-day going west to keep the Top-sails clear.

Brains and Perseverance.

A Wonderful New Invention to Use Kerosene Instead of Gasoline.

Mr. Thomas Fraser designer and manufacturer of the FRASER Motor Engine is a young man, only 37 years of age, when his Father and Uncle the founders of the present concern, first manufactured Motor Engines, they used similar designs and patterns to the large American concerns the makers of present day pleasure boat engines of Mr. Fraser Jr., when taking the management of the business found unsatisfactory for fishing purposes, they were too costly, heavy, brass rods, cups and connections to get out of order. Mr. Fraser visited the fishing districts of Lunenburg, Queens, Guysborough and Halifax Counties fished with the fishermen and studied all conditions under which a fisherman's engine is used. He then designed the "FRASER" his object being not to see how much he could put on the engine, but how much he could take off and yet have an efficient machine. The result is a marvel of simplicity. Meeting with unqualified success with this engine, and building new factories each year to take care of the ever increasing demand. Mr. Fraser set out to solve the fuel problem as gasoline each year was so enormously increasing in price. For three years he worked, one year ago he was satisfied he had something better to offer than any other engine manufacturer, however this did not suit Mr. Fraser, he felt his invention was not perfect, he continued to burn the midnight oil, in his endeavour to give the world what it has long looked for, an appliance whereby kerosene could be used with equal results to gasoline. This Mr. Fraser now announces he has found the invention can be attached to all "FRASER" engines, with it more power and mileage is obtained from kerosene than from gasoline, leaving the engine and ignition absolutely clean and free from soot. Everybody wants an engine which will satisfactorily use a cheaper fuel than gasoline, and this the "FRASER" Company absolutely guarantee their engine will do. With this new invention the "FRASER" has no competition, it stands in class by itself. It simply rides over the THOUSANDS of old style engines which never were designed specially for fishermen, and in which there has been no change or improvement for the past ten years. There is no engine made so easy to run and understand as the "FRASER," none so strong and durable. We have never sold a "FRASER" which has not given satisfaction and by its sale that we did not sell others. We are being flooded with orders. At the Factory they are rushing up new buildings to take care of the unequalled demand. The HUNDREDS of "FRASER" dealers are ordering all the factory can supply. We have a great many orders booked, and have just ordered an extra hundred for stock. Send your order in early, in any case write us for circular giving full particulars of the New Kerosene Adapter. When you get the "FRASER" you get the BEST.

FRANKLIN'S AGENCIES, LTD., St. John's, Nfld.

**BABY SLEIGHS,
Boys' & Girls' Sleds,
Champion Coasters,**

All New Stock.

Marked Low Prices to Clear. Call and See Them.

**BARGAIN:
2 Double Sleighs, \$6.50**
(Slightly damaged.) ea. h.

Ayre & Sons Hardware Dept.

G. KNOWLING'S
Central Dry Goods Stores.

Great Clearance Sale,
COMMENCING

MONDAY MORNING 10 O'Clock.

The Greatest Bargains in a long time will be offered in:

**Dress Remnants, Blouse Flannels, Lawns,
Ginghams, Flannelette, Blouses,
Costume Skirts, Towels,
Androscoggim Cloth,
Cotton Blankets, Combinations,
Children's Bear Coats, Embroideries,
Laces, Furs, Jackets,
Remnants from all departments.**

Central Stores. GEO. KNOWLING. Central Stores.

The Night Prowler Again.

Breaks Into Highlanders Armory and Does Much Damage.

When the Highlanders assembled in their armory on King's Road, for drill last night, it was discovered that an outrage had been committed, something akin to that at the Holy Cross Schools, as exclusively published in the Telegram. The place was either broken into on the previous night or some other night during the week, the marauder getting down through the skylight in the roof. Getting into the Co's rooms, the intruder smashed the oil stove there in pieces, stole a lot of new books out of the library and did a lot of other damage; worse than all, however, he set fire to a lot of paper on the floor and the wonder is that the place was not destroyed. The fact that such a character is about is a menace to the safety of the city.

McMurdo's Store News.

SATURDAY, Feb. 8, 13.

We have had many requests for Danderine within the last few days and orders which we were unable to fill as there was none in town. Now, however, we have received a stock sufficient to supply all present demands. This hair tonic has, we are told, given remarkably good results in many cases of unhealthy scalp, and of weak and dry hair, and its popularity among a large class is easily accounted for in this way. Price 30 cts. a bottle.

In this hard weather you will find Cream of Lilies a true friend to your skin, softening, soothing and healing it, removing all soreness, redness and spraying, and putting it in normal condition after two or three applications. Price 25c. a crock.

NOT AS COLD.—Last night the weather across country was no worse than Thursday night. The glass stood at 20 below at the Quarry, and at other places at the same figure as the night before. To-day it was much milder the glass registering 10 below at the Quarry.

"Clan Mackenzie"
SCOTCH WHISKY,
OLD and MELLOW
In Bottles or on Draught.

HAYWARD & CO.

STILL UNCONSCIOUS.—The young man, Frank Woodford, who was hurt by a fall on the Cynthia, up to this morning had not regained consciousness. He has suffered serious concussion of the brain. It is, however, believed that he will pull through as he is a strong vigorous chap.

Y. L. G. OF ST. ANDREW'S CHURCH.—Twilight Recital, Wednesday, Feb. 12th, 4 p.m., Presbyterian Hall. Admission, 25 cents, includes Afternoon Tea and Concert.—fb8,2i