

SPEND NOW TO SAVE LATER.

This is very significant advice to-day, with prices climbing higher and higher. Our cash purchasing power has done much to keep prices to lowest possible level. English goods now opening were purchased during September and October last, one-third below to-day's market.

SPRING DRESS MATERIALS.
 Whipcord95c. to \$1.40 yard
 Poplin56c. to \$1.10 yard
 Serge85c. to \$3.30 yard
 Gabardine\$3.60 yard
 Stripe Jersey Cloth75c. yard
 New Tweeds \$1.70 yard

And many other staple fabrics in Checks, Stripes and Plaids. The military influence is evident in the predominance of Khaki and Navy Blue among the solid colors.

DRESS SILKS.
 36 inch Chiffon Taffeta \$2.20 yard
 Black only.

38 inch Duchesse Mouline \$2.30 yard
 Cream, Saxe, Maize.

36 inch Striped Mouline \$3.10 yard
 Specially adapted for Sport Skirts.

CREPE DE CHENE.
 Special Dainty Striped Waistings, 3.30 yard
 Georgette Crepe \$3.00 yard
 Black, Rose, Grey, Nigger, Flesh, Coral, Ivory and Maize.

THREE UNDERPRICED SPECIALS.
 40 dozen Ladies' Plain English Cashmere
 Hose, 60c. to \$1.15 pair. Perfect dye, fine finish.

10 Dozen Job Camisoles, only 73c. each.
 In dainty Crepe de Chene, Net, Silk and Muslin. Worth \$1.30 each.

100 pairs Job Lace Curtains, \$1.60. 6 yards to each pair. No imperfections.

THESE PRICES WILL SAVE YOU MANY DOLLARS.

BISHOP, SONS & COMPANY, LIMITED.

The home of Holeproof Hosiery for Women, Girls, Infants, Men and Boys.

The 'Florizel' Enquiry.

CAPTAIN MARTIN STILL ON THE STAND.

The enquiry into the great marine disaster was continued yesterday afternoon in the Tower Room of the Supreme Court. Mr. J. P. Blackwood presided and in opening the proceedings stated that he would again request Capt. Martin to repeat the story of the ship's course from Port Amherst down the coast to the point where she struck at Horn Head. This was found necessary owing to the fact that on the previous hearing the evidence was given too fast for the Court to clearly understand.

EXAMINATION CONTINUES.

The wind was S.S.W. out in the bay and blowing moderately. We have no apparatus for gauging the velocity of the wind. All the previous log books were kept in the log room. I have no log book of the last voyage. The mate keeps the log books; I keep the official log. I had a small scrap book for future references; that is gone to. The mate also has a scrap book. There is no log book saved from the wreck. The swell was in from the east, there was not much wash. There was fine weather, the moon was up but it was obscured. At Cape Spear I could see Motion Head, then a distance of about 6 or 7 miles. There was no tide running in the bay as far as I observed. I have never found much current, the only current found is from the N.E. which is struck at Cape Spear and is known as the polar current. I have never known that current reversed. Fishermen on the coast have seen it reversed, so it is said. There was light slob ice. I would put out my log at Cape Spear and on reaching Cape Race I would be 5 or 6 miles short on the log. On returning, I would be 5 or 6 miles over. The distance is 57 miles, thus losing about one knot. Sometimes the current is stronger. The strongest I could ever find the current would be 6 or 7 miles and that with a strong N.E. wind. Some years ago in a sailing vessel I found the current stronger in Petty Hr. Bay; and had just arrived from abroad. There was no wind.

(Commander McDermott: That may be the tide, not the current.)

The Florizel struck light slob ice after leaving the Narrows which continued all the way to Cape Spear and for some distance up the coast. 3rd officer P. Jackman and myself would be on the bridge at 8 o'clock. He would be going on then to 12 o'clock. He always stands on the bridge when going in and out of port. He used to stand by the telegraph and give my orders to the engine room. Joseph Barry, the lamp trimmer, takes the wheel going in and out of port that is always his duty. All hands were then on deck clearing away. The second engineer always takes the ship in and out of port no matter what watch it is. We could see Cape Spear light, there was no need of any fog horns. Just took the bearing at Cape Spear W. by S. Could not use the log on account of swish ice. I could not use any log. No instructions given except the steering orders. The chief officer was engaged clearing away deck and fixing down hatches. Cape Spear light was bearing then W. by S. I gave no instructions to change the speed of the engines. They did not change speed, and were going, I reckon, at 8 miles an hour. I had my propeller blades changed at New York on the last trip. I never found much difference in blades, the best passages I made were with the winter blades. The summer blades are bronze; the winter blades are made of steel, so as not to be broken in the ice. The second engineer would know if the ship pitched in sea. I can tell when the engines are going freely. If they altered their speed very much, I

would know it. I would notice 15 or 20 revolutions slower on the propeller. I think when the Florizel was running full speed the propeller made about 75 to 80 revolutions a minute. I judge the ship's speed by being used to the ship going through the water. I could distinguish the difference in speed between 5 knots and 7. The sea was from the south outside Cape Spear. There was no change in the weather after leaving Cape Spear. On a clear night I can see Bay Bulls light from Cape Spear. There was no difference in the ice. I have often gone through slob in the same position every year. The slob has no effect on the speed, that is the kind we get does not affect the Florizel, it may affect other ships. The slob was about one inch thick not even formed into cakes, just swish. It would wear the log fine out. We have lost lots of logs in slob. The log is practically on top of the water and would register in slob ice providing the line does not get cut. You would be sure to lose your log in slob ice; we always use the English made line for the logs. The log line could not be protected in any way to my knowledge. The ordinary log line is made of hemp and is plaited so as it won't twist. I never heard tell of any other kind of a log line. Since the war broke out we carry two men on the lookout. As long as there was a quartermaster at the wheel it did not matter. It is my duty to see that none other than a quartermaster is at the wheel. Fourth engineer Taylor took the watch at 8 o'clock. When it got thick I took soundings sometime after 10 o'clock. Got 80 fathoms of water by running out about 160 fathoms of wire. I found a sandy bottom as shown by the tube. That showed me I was clear of shoal ground. I would consider the ship safe in that position. The 3rd officer took the sounding. I always took a record of soundings. The sounding machine is in the after part of the ship. At 11 o'clock I cast the lead and also at 12 to make sure she was not sagging towards the land. I am not certain what depth I got on the third cast but it was pretty well the same as at 11 o'clock when I got 85 fathoms. The 12 o'clock sounding was taken before I changed the course. I put the tubes in a reserve case after being used to be refilled again. I gave the tube to the 3rd officer after using it. I always have a half dozen reserve cases of tubes. There is no old tubes around the ship, and no one aboard, to my knowledge, would have a new tube in their possession. The wind went to the S.E. about 12 o'clock. It had been veering since 10 o'clock to the southward and freshening with snow. I noticed the swell started to increase from the S.E. The ship started to labor and roll. She pitched a little. It is possible for the wind to change but not the swell at the same time; you would be then in a cross sea. Around Cape Spear the swell was dead ahead; it was after this that we ran into a short cross sea. At 2.30 the swell increased from the S.E. with heavy rain. At 12 o'clock thick snow. It was not thick enough to blow the whistle. You could see a light farther than you could hear the whistle. I did not perceive any difference in speed of ship between 10 and 12 o'clock. After midnight I did notice a difference because the wind went more to the S.E. and freshened which caused the ship to roll and to plunge. The snow continued from 10 till 2 o'clock. About 1 a.m. it got wet snow; at 2 it turned to rain. Still continued in slob ice till 3 o'clock when we struck slight strings of it. The ice was not heavy but it would not let the sea break. The second officer was then on the bridge; I was also on the bridge. At 8.50 o'clock I gave Mr. Jackman the

course of Cape Spear. I then went to the chief engineer's room which I generally do to consult him about the speed. I asked him how she was doing. He said she was doing fine. I did not ask him for any definite information. I remained there 15 to 20 minutes. I came up and had a look at her going along; everything was fine and clear. I went to my room which is underneath the bridge, read the newspapers, occasionally looking out through my port hole. I could hear the engines from there. I was there till I read the papers, perhaps an hour. I went back to the bridge. Mr. Jackman was there in charge. I told him we were going to have some snow. Motion Head was then on our beam. He told me he thought she was sagging in the Bay. He had altered her course a little out. I told him not to let her go anything to the westward whatever. At 12 o'clock the quartermasters changed which they do every two hours. There was two lookouts on each corner of the bridge. There was a number of people on deck, but as everything was dark, I could not tell their names. I was speaking to Capt. Joe Kean; he said it is hard to see lights in this weather. I said, I am not looking for lights; the ship's course is well off since 12 o'clock; he said, that's good. I think I'll turn in now. At 12 o'clock 3rd engineer Collier came on watch.

Adjournment was taken at 5.15 till 3 o'clock this afternoon.

Dr. Campbell's Lecture.

The Aula Maxima, St. Bon's College, was filled to capacity last night when Dr. Alex. Campbell lectured on Epidemic Diseases. The lecture was under the patronage of His Grace Archbishop Roche, who attended, accompanied by Right Rev. Mons. McDermott and Rev. Dr. Carter. Rev. Father Conway and many of the Christian Brothers were present.

The lecturer at opening dealt with the various kinds of germs and showed how they spread disease through food. These germs have all a specific point of attack, the typhoid attacking the throat; the typhoid the intestines; the smallpox affecting the circulation and so on. Their great danger lies in the fact that germs are unseen to the eye, being only visible under the microscope, and the greatest safeguard against them is cleanliness. The lecturer now traced the history of small pox, which began in China and the far East, long before the Christian Era, and outlined the destruction it caused among the 9th century Crusaders, when thousands died at Joppa and Acre, while others who returned spread the disease throughout the civilized world. The Spaniards brought smallpox to America in the 16th century, where it took fatal toll of the aborigines and there remains but a remnant of them to-day. The discovery of vaccination in 1796 took the sting out, however, and it is now non-virulent, from having run through generations rendered innocuous by inoculation. Among the Equimaux this disease would be a terrible one. Diphtheria was known to earliest his-

tory and swept over Europe and Asia in the 16th and 17th centuries. In the year that anti-toxin was discovered the disease in this city was something alarming. The lecturer next dealt with the plague which had its origin in Greece, and manifested itself in the fatty glands of the human body. It can be carried by rats and in the early years of the reign of King Charles the First of England, claimed no less than 70,000 victims in London alone. At a much later date plague carried off millions of people. Germ life, the lecturer continued, is worthy the best consideration of the Governments of the world. Wars have never failed to spread epidemics and the present conflict will doubtless do the same. Censors cover the history of disease during this war but occasionally the veil of secrecy is lifted and we get a glimpse. At Salonika we see 20,000 people continually in hospital. In that part of Europe typhus has held sway and boards of health are things unknown. Infectious diseases in Newfoundland are of serious moment, and the same may be said of Canada and the United States. Last year, according to official statistics germs destroyed 1,427 out of our quarter of a million people, and in ten years germs had accounted for 16,000 victims or a number equal to half the population of this city. All should know this story, particularly our legislators. The loss of life from germs is double that resulting among our people on land and sea, and even on the battlefields of France. Medical science, however, is gradually reducing the death rate from germs and the last epidemic of any magnitude we had was in 1912. Six years ago we had 11 deaths in a single fortnight from typhus, and but for the prompt efforts of the medical men there is no knowing what the death rate would have been, as the disease was promptly grappled with and stamped out. We are advancing but we are in a rut. We can do better, but medical men must have public opinion behind them. All disease is brought to this country from across the water, and it is surprising to know that not one out of every hundred of the carriers is subject to medical inspection. In practically every other part of the world disease is nailed at once, but in this country it is allowed to enter without let or hindrance. The lecturer, as port officer, inspects only vessels coming from South American ports, Cadiz and Oporto, but no others. That is how the typhus referred to reached us. The question is why are not the regulations changed here and changed promptly? Since the war, ships with men of every nationality on board have come to this port. The lecturer next referred to the general effect which close medical inspection of shipping entering our ports would have on keeping down the spread of diseases of an epidemic nature which might be among the crews. Every ship should be quarantined and importation of germs stopped. The time is now here when the conservation and preservation of life must be speeded up. At the conclusion of lecture a vote of thanks proposed by Dr. V. P. Burke (Chairman) was accorded the lecturer, by acclamation.

CHILDREN NEED FOOD—NOT ALCOHOL

How careless it is to accept alcoholic medicine for children when everybody knows that their whole health and growth depends upon correct nourishment. If your children are pale, listless, underweight or puny, they absolutely need the special, concentrated food that only

SCOTT'S EMULSION

gives, to improve their nutrition and repair waste caused by youthful activity. During school term all children should be given Scott's Emulsion because it benefits their blood, sharpens their appetite and rebuilds their strength by sheer force of its great nourishing power.

Scott & Bowne, Toronto, Ont.

EXCEPTIONAL OFFER

OF

Black, Navy and White, Silk Velvet and Corduroy

TAMS

FOR GIRLS.

With or without Tassels.

Regular Price, 95 cents.

Selling to-day at

65c.

DON'T MISS THESE BARGAINS.

S. MILLEY.

To-Night's Game.

The first game in the last round of the season's hockey games will be played at the Prince's Rink this evening, the contesting teams being the Terra Novas and Victorias. A win for the former will give them the championship; should they lose, both teams will be even. The line-up will be:

Terra Novas.	Goal	Power
Quick	Point	Ford
G. Herder	Cover	Munn
Tobin	Rover	Brien
Stick	Centre	Godden
R. Herder	Left	Power
Trappell	Right	Coultas
Canning		

And the Worst is Yet to Come



SKATES SHARPENED at shortest notice. J. CHANNING, Shoemaker, Long's Hill.—f2,t

When you want Sausages, why get ELLIS'; they're the best.

GOES TO HOSPITAL—Mrs. (Capt.) Farrell was taken to the General Hospital yesterday to undergo treatment for an internal complaint.

You can depend on Stafford's Drug Store, Theatre Hill, being open until 9.30 every night. Feb 23, 18

HEALTH REPORT—During the week 1 case of typhoid fever, 3 cases of diphtheria, 1 of scarlet fever and 1 of smallpox were reported in the city. At present 16 diphtheria, 13 smallpox and 1 typhoid fever patients are being treated at hospital.

Advertise in the Telegram

Sto

Fri., S

NEW THINGS for

FLANNELETTE SHIRTS
 Fancy striped flannel shirts, shawl collar to match; these are in quality, faithfully made and regular \$1.40. Friday, Saturday, Monday

Timely Offer

In the SHOW

IMPRESSIVE
 Small Skirts, you'll find dines, 5 buttons, Skirt for the style, right for this season. \$3.00. Monday

PATENT
 Patent or Coat come in 50c. Friday

BLACK UNDERWEAR
 Ladies' Black Satteen Underwear with narrow fluted frill; made in best black satteen. Regular \$1.70. Monday

KILTED
 Children's Kilted Suits in Navy blue and all spring wear. Reg. \$2.00.

INFANTS'
 Infants' White Muslin Dress, lace edging at neck and sleeves; wear, and cheaper than you can get. 25c. Friday, Saturday and Monday

LADES' BUST
 Sizes 34 to 38, made from soft, out, straps over shoulders, galore greatly improve the figure. Reg. \$2.00. Monday

BIAS
 Bias Seam Tape, used for binding children's garments; assorted widths and lengths. Friday, Saturday and Monday

CHILDREN'S
 Soft White Flannel Knicker broderie in Pink and Sky; others to fit girls from 6 to 12 years. Reg. \$2.00.

TAKE IN THIS IMP

of Blouses.
 Yes! Take in this important Sale of Handsome Blouses; for it brings to you styles of the moment, inexhaustibly priced. Fine White Muslin and Voile Blouses, with Flit and heavy Net Lace, large collars and necks, others square neck, embroidered in gold, blue and rose, trimmed with crochet buttons. We have all sizes from 36 to 44 inch busts. Reg. \$3.50. Friday, Saturday & Mon. \$2.76

GIRL
PLAIN BLA
CASHMERE

Best quality English Wool Cashmere. Just a package or two of it will pick up some really good value in the market to-day, and we are offering the pair, Friday, Saturday and Monday