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Central Stores.

SPECIAL

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Central Stores.

VALUES!

WE are offering the following Special Values for the next few days and would advise intending purchasers to purchase early.

Child's Fleece-Lined UNDERWEAR Bargain

Very special value in Fleece Lined Vests and Pants, to fit children of three years to six years of age, at **14 cts. to 20 cts.** per garment, according to size. Well made and finished; medium weight. Only a limited number in stock.

Women's Fleece-Lined COMBINATION Bargain

A most astounding value, when you realize that a whole suit of Ladies' good Fleece Lined Underwear can be had for **48 cents.** These are all well made and finished; a nice medium weight and wonderful value.

Wool CLOUDS and SQUARES Bargain

Specially low prices, good lengths and weights; assorted colors, **30 cts. & 40 cts.** each. Just the thing for this season, and worth much more than prices asked.

Infants' and Children's Wool Caps, very special value, 20c

GINGHAM BARGAINS.

We have just received another shipment of dainty American Gingham, together with other gingham arrivals, which we offer at

8 cts., 10 cts., 13 cts. per yard.

We specially recommend the ten cent fabric as one of the most fast in color, hard wearing, and dainty patterns ever offered.

3 cards best MENDING WOOL for 5 cts.

TICK REMNANT BARGAIN.

Good, strong striped Tick Remnants, suitable for Pillows, Bolsters, Mattresses, etc.,

12 cents per yard.

And is suitable for variety of other purposes. Would be good value at 20c. yard.

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An Ideal Christmas Gift!
a pair of
WOOL BLANKETS

If you want to be thought much of, and to be thought of continually, give a pair of

Good Wool Blankets to some needy friend
And you have your wish fulfilled.

Good Blankets from \$2 to \$10

PER PAIR.

Bring the Children to see the Model of the "Iron Duke," Admiral Jellicoe's Flagship in the East Window.

S. MILLEY.

Advertise in the Evening Telegram

Sealing Commission.

(Tuesday, Dec. 15th.)

Richard McCarthy, sworn, examined by the Minister of Justice, belongs to Carbonar, had been three springs to the ice, and was in the s.s. Newfoundland last spring. On Tuesday, March 31st, the weather was mild, looked like rain, and the men were light rigged for walking. The crew walked to the Stephano, and on the way about 30 turned back, some saying the walk was too far, others that it was going to be dirty. The Stephano was moving slightly towards the men when they boarded her. On board a short time, then went on the ice again. Capt. Kean told the men to go two miles to the S.W., kill there and then go aboard the Newfoundland. They walked about a mile and found some seals, which were killed. It was snowing hard at this time, as it was getting dirty before leaving the Stephano. Don't know how far they travelled after leaving the killed seals before they struck the path over which they came in the morning. They came up with the Stephano flag about half an hour after striking the path, and followed the path about E. S.E. until it was lost. Witness thought the flag was about 4 or 5 miles from the Newfoundland and about two miles from the Stephano. In the morning, it was very stormy, but as the Newfoundland was about a mile from the men when they stopped about 5.30. He heard a steamer's whistle twice about 5 o'clock right ahead, which would be about S.E. Could not say what steamer it was. Others heard the whistle also, who said it was the Newfoundland's. Witness had no compass.

To Dr. Lloyd.—Was in Sidney Jones' watch, but afterwards went with Thomas Dawson. The men from two watches being united, made it more inconvenient for all. Nearly all of Jones' watch died. Did not know Tuff was leading until they got on board the Stephano. Did not see him with Capt. Kean, and heard no conversation between them. Did not hear of any conversation between them. Witness heard Tuff from the ice call to Captain Kean that he thought they were going to have weather. Capt. Kean replied that he did not think so, as his glass did not show for it. The Stephano was then heading in a westerly direction.

To Judge Johnson.—Did not notice which direction the Stephano went when she left the men.

Isaac Robert Randell, sworn, examined by Dr. Lloyd.—Am master of the s.s. Bellaventure and was at the ice in her last spring. On March 31st last in the morning the weather was dull with overcast sky. Later in the day it was looking dirty with snow. At daylight our ship was about 40 miles east of Cape Bonavista and E.S. E. from the Newfoundland, five miles distant. The Bonaventure was about 7 miles from us. Our men were out for about half an hour, for some old seals. After 2 o'clock it was too dirty to let men go on the ice. Towards night the wind increased very stormy with thick snow. Wednesday morning it was very cold and stormy, and the men were not out. About 1 p.m. the weather cleared, and the men were out until dark. Saw no other men on the ice. Did not hear of any other men until after the disaster.

First became aware of the disaster from some men from the Newfoundland on Thursday, who came on board. One of these was seen staggering, but was thought to be killing seals. They reported a number of their crew as having perished in the storm. Witness sent members of his crew out to render assistance and look for the Newfoundland's men. He detailed wireless messages between Bellaventure and Stephano as to measures for assisting in the search. Heard nothing on Tuesday or Wednesday as to the Newfoundland's men being out. On Thursday the men came on board the Bellaventure up to about 1 p.m. during which we were trying to reach the dead men. Some men were brought on board by our men on stretchers. Between 3 and 4 the dead bodies were reached and taken on board, after which we tried to get to the Newfoundland, but did not reach her until Friday morning.

With Capt. A. Kean witness checked off the crew's list, some 77 were found to be dead. Some men were taken by us from the Newfoundland, Stephano and Florizel, after which we came straight to St. John's and landed them. Witness has been seven springs to the ice, master one year, and three as navigating officer, and three seasons as an ordinary sealer on the



Doctors and Gas Fires

In an article which recently appeared in the London "Evening News," Mr. W. G. Faulkner stated: "In making my inquiries I discovered one significant fact. This was that one company—the Gas Light and Coke Company—had among their consumers 2,500 doctors who had gas fires installed in their houses, some as many as ten or a dozen; that 1,500 of these doctors had become users of gas during the past three years; and that not one had ever given them up."

Professor G. V. Boys, F.R.S., says, in the "Standard": "Sentiment and inertia are the only obstacles against the general adoption of gas fires and cooking appliances. Wonderful strides have been made, in spite of deep-rooted prejudice. A gas fire, burning with a blue, is an admirable agent for heating a room; and, as a scientist, I fail to understand how such a gas fire dries the air in a room more than any other fire."—Nov 17, 14

Witness does not think panning should be abolished, and did not see how it could be modified. There is a certain amount of risk, but thought it would be difficult to define distance. Upon the ice and weather conditions much depends. Witness had walked the ship below the horizon in search of seals, possibly a distance of 10 miles, this was on a fine day, finer than March 31st last. The master and officers of the ship should exercise discretion and authority. Master watches should have experience, some are good in two or three years, others never. There are two life boats and a zig besides 23 punts on the Bellaventure. These are for life-saving. Punts are suitable in slack ice, but in a gale of wind would be little use. Two life boats will accommodate about 60 men. On a foreign voyage ships are required to carry enough life boat accommodation for all the crew on either side of the ship. On foreign voyages the Bellaventure carries a crew of 23; at the ice, 270. Did not think life boat accommodation was necessary at the ice; any good boats will answer for signalling, other than wireless, the Bellaventure has flags; Morse lamps, which are used by the master or navigating officer; blue lights, steam whistle. These are always available on the ship. There are also flare lights, life buoys, and at the ice 270 belts, which are kept near the chart house. The buoys go around the men's waists. They are near the bridge, excepting two which are attached to the bows. They are in charge of the boatswain or shipkeeper, and are easily distributed. In passenger steamers life belts are usually found in staterooms. The reason this is not done at the ice, witness thinks is because of distraction that would follow, and at the ice where men's quarters are cramped it is as easy to get them from the bridge as anywhere. The ordinary sealer takes bread, oatmeal, raisins; the bread is supplied by the ship; the ship should supply all. Fresh meat can be kept on the ship in cold weather, indefinitely. Witness thought the Toronto weather forecast would be useful at the ice. The Bellaventure carries a barometer and thermometer. The sending of reports from the seal fishery to St. John's daily could be attended to.

To Judge Johnson, witness thought there should always be one certificated master or mate on board a sealing steamer. Did not think a barometer should be set before each voyage. As to clothing, witness had formed no special opinion for the crew. Thought the men should have more floor space in their living quarters, which could be remedied if less men were carried on the average sealer, which applies to all. A stringent law is necessary as to the cleanliness of the men's quarters. Witness detailed his experience as to reading the barometer and thermometer conjointly for determining weather conditions, and thought the masters of to-day were capable of reading them. The barometer is not always reliable, especially on the east coast. Witness kept the log last spring, making such entries as he thought necessary. At the seal fishery the log is more in the nature of a journal. The practice is that vessels going to the seal fishery are examined and surveyed before the voyage. Boilers and engines are also tested. Any ship prosecuting the seal fishery should be thoroughly surveyed before proceeding. The Bellaventure was about 40 miles east of Bonavista on March 31st. Sealing vessels should be docked once a year, and it would be desirable to have a certificate as to her fitness for the voyage. The load mark should be on all vessels, but different to the Pillsoll, because at the seal fishery they have more shelter, and can make harbor oftener. Deck loads are not objectionable if not loaded below the load mark, and besides they are easily removed. If a ship is properly pounded a ship should be safe enough. Witness knew the Southern Cross which was a fairly good type of the old sealer, and thought her a good boat. Cooking apparatus on the ice would not be feasible in opinion of witness. Did not notice any particular shifting of the ice at the time of the accident last

spring, but the general movement was southerly. A whistle might be heard from one to two miles on the ice.

To the Chief Justice witness thought the possession of property in seals would be attended with danger to the men. Witness did not think any light could be seen 500 yards from the ship on the night of March 31st. The hearing of the whistle would be governed by distance and direction. The most powerful ships at times are unable to move in the ice, it is not absolutely safe to send men from a ship more than three miles.

Frederick Hunt, sworn, examined by the Minister of Justice, had been 11 springs at the ice. Was in the S. S. Newfoundland last spring and remember going on board the Stephano on March 31st. Was on board the Stephano about 20 minutes. She was moving towards us slowly when we came up to her, did not know if she was moving while he was on board. Was in Bungay's watch. When on the ice he heard Geo. Tuff ask Capt. Kean which was the way to the seals, and Capt. Kean said to go S. W. Heard no further conversation. Thought they walked a mile and a half before reaching the seals. Witness thought when they were panning the weather was too bad for men to be out. The crowd started for the Newfoundland about half an hour after reaching the seals. Reached the path the men came out over in the morning in an hour or hour and a half. From the Stephano flag in the path to the Newfoundland was about 4 miles, and to the Stephano about 2 miles. The men stopped for the night about dark. Heard no whistle, but others said they did.

To Judge Johnson, witness thought it was four miles from the Newfoundland to the Stephano's flag, and two miles from the flag to the Stephano. The Commission meets again this afternoon.

Vigorol

Weak and run-down. Tired and sluggish. Eyes feel heavy. Headaches and feverish. Don't allow these symptoms to continue. Tone yourself up. Get a bottle of VIGOROL, it will do it, and do it quickly. Every spring one needs a good tonic. VIGOROL acts as a general house-cleaner; it goes after every organ and cleanses it. Get it to-day. At all drug stores.

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Our stock of Christmas COCAQUES, this year are more beautiful than ever.

"HUYLER'S" Christmas Confectionery has arrived.

CHOICE N. S. APPLES, No. 1 Wagners, \$1.75 per box.

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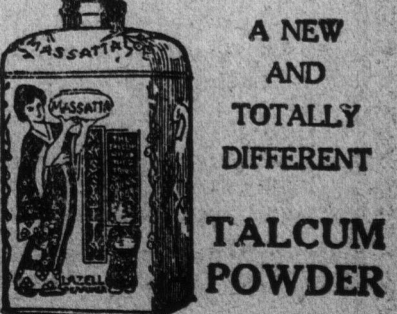
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