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SPECIALISTS, CITY CHAMBERS,
AL BANK OF CANADA.)

DIED.

Passed peacefully away yesterday morning, Mary, dearly beloved

of William Hagood, aged 68

leaving two sons, two daughters

and two brothers-in-law, also one son

has not been heard from for

years, and a large circle of friends

to mourn their loss. Asleep in

Jesus, blessed sleep.

On October 19th Patrick Joseph

aged 3 months, darling child of

Margaret and Clement McManus.

Last evening after a short illness

Patrick Healey, aged 78 years,

TO-DAY'S
MESSAGES.

11.00 a.m.

MY FALSE IMPRESSIONS.

LONDON, Oct. 22.

(Via Reuter's Ottawa Agency.)—

Mr. Morris, speaking at a luncheon

of the Entente Press Alliance here

to-day, at which he was installed

President of the Alliance, said that it

was not the false impression, cre-

ated in Germany and other countries

about Great Britain, in the Press of

these countries, that it had been

without any protest on our part.

Our Ambassadors and Consuls

in the past had taken no trouble

to sell British goods, social or trade,

and the results had been of the most

disastrous nature for us. The one

exception to this regrettable policy,

was the policy of the Rt. Hon. Mr.

Asquith, who was Ambassador at Wash-

ington. By systematic intelligence

and persistent propaganda, we must

endeavour to correct the mistake of

the past, and prove to other nations

that we did not deserve the things that

had been said about us owing to our

lack of diplomacy. In the future

we might easily be lost by diplo-

macy, and the people of the Empire

must demand that we get our pound

of flesh, but so more from the enemy

who must be made to pay the last

peny of the bill presented to him.

COMMENT ON HAIG'S DESPATCH.

LONDON, Oct. 22.

(Via Reuter's Ottawa Agency.)—

Although the Germans reply to

President Wilson is the engrossing

topic of the papers to-day, they

generally concur in the fact that

the despatch has disposed of the

question of General Haig's

despatch. The Daily Graphic says,

escaped from the Turkish camp in the

interior of Asia Minor and journeyed

seaward across the Taurus Mountains.

Food supplies were short, but the

party seemed to be in good luck.

Travel by night. The sea was reached

after a fortnight, and a Turkish patrol

boat being discovered in the creek, the

party took possession of it during the

crews absence. Sailing towards Cy-

prus, and steering by the sun and stars,

they reached the island where the sub-

verge of starvation, having crossed one

hundred and twenty miles of open sea.

TRIUMPHANT ENTRY INTO
OSTEND.

LONDON, Oct. 22.

(Via Reuter's Ottawa Agency.)—

The first authoritative account of the

entry of the German army into Ostend

is as follows: Yesterday the last

German left Ostend, but already Vice-

Admiral Keyes has landed, and the

King and Queen of the Belgians, who

visited the city. A crazy enthu-

siastic crowd had received an aviator

who yesterday landed upon the famous

beach, the people kneeling around the

plane, and trampled on each other to

touch it and kiss its least hem. A

coastal motor boat which carried me

to the beach, the people kneeling around

the plane, and trampled on each other

to touch it and kiss its least hem. A

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coastal motor boat which carried me

stag limit the debate, consistent with

the seriousness of the hour. The

whole German people have been

spoken to by President Wilson, and

the fact gives the utterance of the

representatives of all parties added

force. To-day, therefore, I am going to

say only this regarding the interna-

tional situation. The President's first

answer to the peace move of the Ger-

man Government has in all countries

brought the question of a peace of

justice, or a peace of violence, to the

highest point. President Wilson's last

note did not make clear to the Ger-

man people how this public agitation

will end. His next answer will per-

haps bring definite certainty, but un-

til then we must in all our thoughts

and in our actions, prepare for both

eventualities, first that the enemy

governments are anxious for war, in

which case there is no choice for us

but to put ourselves in a posture of

defence, with all the strength of our

people driven to the last extremity.

Should this necessity arise I have no

doubt that the German Government

is in the name of the German people

to issue a call for national defence, in

the same way that it spoke for the Ger-

man people when it took action for

peace. He who honestly took a stand

and put the brake was in an emergency

position. That is, I applied the emer-

gency brake. I don't know if the

emergency brake had been applied

before that, or if the cord had been

pulled. The brake might have gone

on when the second class car was

coupled from the baggage car, be-

cause the uncoupling of the hose

Judicial Inquiry in
Railway Accident.

(Yesterday's Proceedings.)

Frederick Power (continued).

From where the letter "B" is shown

on the plan to where the head of the

engine was would be about one hun-

dred to one hundred and twenty feet.

The letter "B" is about where the

truck of the second class car, which

remained on the road bed. The for-

ward end of the second class car

came up to about where the letter "B"

is on the plan. The leading truck

was about under the centre of the

second class car before the car went

over the dump. When I felt the jar

I looked back and saw the car go

over the track. I closed the throttle

and put the brake valve in emergency

position. That is, I applied the emer-

gency brake. I don't know if the

emergency brake had been applied

before that, or if the cord had been

pulled. The brake might have gone

on when the second class car was

coupled from the baggage car, be-

cause the uncoupling of the hose

would cause the brakes on all the

train to go to emergency. The same

thing would happen if the cord in

the car was pulled. The baggage car

and engine being disconnected from

the second class car, my emergency

application from the engine would

have no effect. The brake acts on

the engine as well as on the cars.

There are two applications of the air

brake: the service application and the

emergency application. The service

application is for braking a train

under ordinary circumstances, and

the emergency is in case of accident.

The emergency application will stop

a train much quicker than a service

application. I would say that the

emergency application would stop her

in about half the distance of a ser-

vise application. As well as the

second class car, I also saw the first

class car and the two sleepers turn-

over. The last three cars of the train

did not uncouple. They fell on their

right side. They were clear of the

road bed. I saw all this from the

cab of the engine. I left the engine

and went down to the second class

car to the bottom of the dump. I

went down to see what I could do

to help the passengers. I got up on

top of the car, which was really

on the side, and assisted in getting

the passengers up through the win-

dows which were open. I don't think

there were more than one or two

windows broken on the top side of the

car. Some of the passengers got out

themselves and some got out through

the door. After we got all the pas-

sengers but one man out, I went in

side the car. I went in with a

second class passenger named Harris

to get the old man Winsor out, who

was lying down in the car. We got

him out through the window. We

built up the seats that were knocked

about in the car and made a platform

for him upon it and then out through

the window. He appeared to be

badly injured. He told us before hand

that he was crippled before the ac-

cident from ber-berl. He was the

last passenger taken out of the

second class car. I got down through

the window into the car and got up

through the window coming out. I

then went back to the sleeping

car, and on this trip was the

last passenger to get out. I then

assisted the conductor and others to

jack up the car and take the body from

under it, which we did. A returned

soldier in the employ of the Company

took the body in his arms and brought

it up and laid it in the caboose which

had then arrived from Humbermouth

on the relief train. I then went

back to my engine. I did not take

any part in raising the cars from the

ground and putting them on the

track. That was done by Roadmaster

Keefe and a crew of section men that

had come in from all parts of that

division. I examined the track after

the accident. I considered it part

of my duty to do so to try and find