

## KNOWLING'S Grocery Departments, East, West and Central Stores.

We offer the following goods—all of the  
VERY HIGHEST QUALITY.

PEARL BARLEY... 5c. lb. Colman's CORN FLOUR, 14c. lb.  
LIMA BEANS, genuine, 9c. lb. Clement's CORN FLOUR, 9c. lb.  
CREAM OF WHEAT, 20c. pkt. WHEATINA... 20c. pkt.

American Cube Sugar, 4c. per lb.

NEAVE'S FOOD... 29c. tin ALLENBURY'S FOOD, No. 3... 32c. tin  
ALLENBURY'S FOOD, No. 1 & 2... 53c. tin BENDER'S FOOD... 45c. tin  
GRAPE NUTS... 15c. pkt. MACARONI, 1 lb. cartons, 11c. each  
IRISH WHOLE MEAL FLOUR... 50c. stone English PASTRY FLOUR, 47c. stone

Tates Finest English Baking Sugar, 5 1-2c. pr lb.

Huntley & Palmer's  
FICY LUNCH BISCUITS, 16c. lb.  
CLEANED CURRANTS, in cartons... 7c. lb.  
ASSORTED JAMS, in tumblers... 14c. ea.  
ROLLED OATS, finest Canadian, 3 1/2c. lb.

Huntley & Palmer's  
THIN LUNCH BISCUITS, 17c. lb.  
CREAM OF TARTAR, finest possible quality, 98 per cent test... 37c. lb.  
MARMALADE, in tumblers... 9c. each  
OATMEAL, Canadian, 3 1/2c. lb.

Best American Granulated Sugar, 3 1-2c. pr lb.

## GEORGE KNOWLING.

mar28,61,ead

### Evening Telegram.

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

TUESDAY, April 7, 1914.

### A Mead Of Praise.

While Nature exacts a terrible penalty for mistakes; misfortunes, dangers and disasters after all brings out much that is of the best in human nature. On Saturday the common talk on board the Bellaventure was that Capt. Randall deserves a gold medal for the noble work he did in devoting his whole attention and that of his crew to the purpose of rescue. He spared neither himself, nor his officers, men or ship in getting through to those in dire need of assistance. A mead of praise has already been given to Capt. Parsons for his exertions. But there are many others who deserve honorable mention in this connection. There is Capt. James Newhook, the barrel-man, of St. John's, who first saw the men coming to the Bellaventure. There is Capt. George Fowling, of Trinity, bridge master, and Capt. Charles Bailester, of Port Rexton, bridge master, John Bailey, master watch, who did great work in rescuing the stricken sealers and in looking after them, when they were brought aboard. No man was more assiduous in his attention to the sick than Philip Way, of this city, who did exceptionally good work in the case of the sick. Then, too, the master, watches and other officers gave up their quarters, bedding and clothing, to give a bed to the sick sealers and to provide them with a change of clothing. It is only right to mention the kindness the Newfoundland's men met with aboard the Bellaventure, for it is one of the bright aspects of a terrible black cloud which is hovering over Newfoundland.

Again, the Government, under the general direction of Hon. J. R. Bennett, acted efficiently and promptly in dealing adequately with the reception and attention to the living and dead sealers. We saw almost every member of the Government and of the House of Assembly doing their best to give the work. The Speaker, Mr. Goodison, came in from Carbonear to give his services. Mr. Stone with other helpers went out with the bodies the Reid Nfd. Co. thoughtfully attached a dining car to the train and provided meals for them on the four day free of cost. Dr. Campbell has general charge of the ambulance arrangements, which were well carried out by Dr. C. Macpherson and his staff of helpers from the ambulance corps, the brigades, the Calypso. Dr. Keegan, the superintendent, Dr. Knight and the staff of nurses had excellent arrangements made at the Hospital and Superintendent Jones did yeoman service at the Seamen's Institute.

### The Newfoundland Disaster Enquiry Before Judge Knight Began This Morning.

The Attorney General, Hon. R. A. Squires, K.C., and the Deputy Minister of Justice, Mr. Hutchings, K.C., appeared on behalf of the Crown to assist in the enquiry; Mr. Warren, K.C., on behalf of Bowring Bros. and Capt. Abraham Kean; Mr. Morine, K.C. and Mr. Lloyd also watched the case on behalf of the men.

The Attorney General said Mr. Hutchings would assist the Magistrate in conducting the enquiry. Capt. Robert Randall, Master of the Bellaventure, swore he had been prosecuting seal fishery, returning last Saturday, 4th inst. On Tuesday, March 31st, the Bellaventure about forty miles R.S.E. of Spiller's Ridge, Bonavista, Newfoundland and Bonaventure in sight Newfoundland bore N.N.W. from us and about 5 miles away. Bonaventure about N 5/2 W, about 5 miles away. We sighted steamer we took to be the Etie about 10 a.m. bearing W. Newfoundland and Bonaventure not then in sight. Before that

shifted our position about 15 miles south. Did not put crew out until 1 p.m. Weather conditions about 7 a.m. fine and clear, but sky was overcast. Very little indications of storm all the morning—not of severe storm. The barometer did not give any indication in the early morning. The barometer gradually fell towards noon and just slightly. It commenced to snow about noon. The wind at this time was about S. E. all morning—but there was scarcely any wind. Slightly increased up to noon. The wind and snow increased considerably in the afternoon. It became bad weather all at once between two and three p.m. At 4.30 p.m. it was a blizzard, could not see any distance. The wind about the same direction, S. E., it was a little frosty. There was not as much frost about 8 or 9 it became milder, the wind a little more easterly and increased. After that it turned in—about 10 p.m. I put my own men on the ice between 1 and 2 p.m. They remained

out about an hour. I picked them up, because there were no more seals there, not on account of weather. I was also anxious to reach position where the Red Cross boats and Bonaventure were. The ships were N. by W., but not in sight. The ice was good where we were, but not loose. The men did not travel more than 3 mile from ship. I was up two or three times during the night and I could not see the length of ship owing to storm. The wind had changed mostly north, and it became quite frosty. That weather continued until 9 a.m. on Wednesday. Then it cleared at intervals. About noon we could see about two miles, between the squalls. It gradually became better during the afternoon. About 3 p.m. the sky was quite clear but there was quite a ground drift on ice. We saw the Stephano about 1 p.m. about E.N.E. three miles away. We saw no sign of any ships in the ice. After 3 p.m. there was a drift, not so much, which prevented us from seeing any distance. Our men went out at 2.30 and remained out till dark. Some going two miles and perhaps a little more. Wind was N.N.W. at night and part of next day, gradually dying out. The drift gradually decreasing until dusk there was scarcely any. Wednesday night continued fine, but very frosty.

On Thursday we got under way about dawn. The ice was very tight and heavy. We steamed S.W. a little distance, about a quarter of a mile, and we turned S.E. As soon as it was daylight a barrel-man named Newhook reported he saw some men on ice, about 2 miles S.E. He said two men were coming towards us. I took the glass and saw them myself. I saw six or seven men; two seemed to be coming towards us, and the others I lost sight of. By this time the barrel-man reported the men appeared to be staggering, as if something was wrong. We concluded the men had been out all night. We gradually drew near to one man because we were hitting and he was walking towards us. When he got near to the ship, I could see he was a bad shape. I sent two or three men to help him on board. He reported 60 men out from the Newfoundland since Tuesday morning. He also said here were 50 men dead. We knew some of them must be in bad shape by that time. The ice being so tight the ship could not get to them. I sent out three or four men to help the second man, who was then nearing the ship. I think one of the two was Jesse Collins, but I am not quite clear. The second hand suggested we turn out all our men to search. We immediately did this, and gave the relieving party spirits and blankets. The second-hand, Abraham Parsons, went in charge. We continued working the ship towards the place where we had seen the men during the early morning. Not long after, some of our men began returning, helping the other men along. The ship continued on until 3 p.m., picking up the live men. They were coming in twos and threes.

At that time, squads of our men helping them. At 3 p.m. they were all on board, 34 of them. Several were brought on stretchers, as they could not walk. Most of them were in a bad condition. The second-hand had the bodies put on pans together so that here would be no trouble in picking them up. These were picked up between 3 and 4 p.m. We had on board 18 bodies. The Newfoundland was in sight when we finished picking up the bodies, about six miles to the East. She was in sight all the evening before, as soon as the weather cleared. The Stephano, Florizel and Bonaventure were in sight all Thursday. We then tried to work towards the Newfoundland. I think she was jammed all the time. We were trying to rescue her all that night. The ice was very tight and we could only make slow progress. We stopped a few hours during the night and reached the Newfoundland about 11 a.m. the following day, Friday. The Stephano was alongside the Newfoundland when we reached her, and Captain Abraham Kean came on board us with the Newfoundland's articles. Previous to that he had been on board the Newfoundland and got the articles. He ticked off the names of those aboard the Newfoundland. I gave him a list of the live men we had on board the Bellaventure. These men were distributed over the ship. We ticked those off and saw who were dead. Then we took the sick men from the Newfoundland on board the Bellaventure, about 13, and 2 from the Stephano, and also two dead men from the Stephano. Then we started for the Florizel. She had in the meantime picked up nine dead bodies. We took them about 4 p.m. We then had on board 69 dead men, and 43 sick. After we had ticked off the sick men and counted the bodies we had, there were 5 men dead and missing. After the first member of the Newfoundland's crew came on board, we got in touch with the Stephano by wireless. After I received a message from A. Harvey & Co. I reported. We arrived in St. John's about 5 p.m. on Saturday afternoon, hauled into Harvey & Co's wharf, where the sick men and bodies were taken charge of by the authorities.

### Sealers' Disaster Fund.

Any amount sent to this office for the above fund will be acknowledged daily.

The Evening Telegram	50.00
R. C. Russell	5.00
Wanderers' Baseball Club	25.00
W. G. Dyer	5.00
Associate Class, Meth. College	10.00
Frank Seymour	5.00
Robert Mercer	5.00
Wesley Church Bible Class	50.00
J. T. Johnston, W. B. Lawrence	15.00
Terra Nova Investment Club	25.00
J. Wellman	5.00
Joseph J. Long	5.00
"Maggie" Relief Fund, per Rev. Dr. Curtis	223.32
Mrs. Geo. Neal	20.00
Wm. R. Neal	10.00
Mrs. W. R. Oke	50.00
Mrs. J. C. Oke	5.00
H. R. Oke	1.00
Mills & Co.	10.00
Margaret Ida Hall	2.00
Capt. Astford	2.50
Richard Morris	10.00
"Theobald"	2.00

sight years at the ice. The seals were much scattered. We had to steam considerably more than usual this year. Seals were scarce, picking up small quantities for several days before the Tuesday. We were killing and we picked them up at once. The Newfoundland's direction and the men's direction about 45 degrees. The men were not straight between us and the Newfoundland. We saw the Newfoundland between 3 and 4 on Wednesday. Nine of the thirteen sick men had been out in the storm with the second hand and got back to Newfoundland. I cannot speak of the other four.

To Mr. Lloyd.—The nine men had been out about 48 hours. We had no wireless connection with the Stephano on Wednesday. Some of our men reported on Friday after we had discovered the Newfoundland's men that they had seen men of another ship to the eastward on Wednesday evening. They did not report this to me on Wednesday. I heard from the second hand, the direction from which the Newfoundland's men were subsequently picked up. It is not customary to make barometrical records at the sealery. Public weather messages are not sent to us at the sealery. On Tuesday the barometer did not sink rapidly at any moment to my knowledge.

(To be Continued.)

### Norwegian Fishery.

We thank Mr. H. W. LeMessurier, Deputy Minister of Customs, for the following figures:—

1914.	
Loftoden	10,400,000
All others	42,287,000
	52,687,000
1913.	
Loftoden	8,200,000
All others	22,500,000
	30,700,000

Stafford's Liniment cures Rheumatism, Lumbago, Neuralgia and all Aches and Pains. For sale everywhere.—Jan22,tf

### JUST IN



Here are some Shoes:  
BROWN'S 5-STAR SHOES are best; latest styles, perfect fit, solid throughout.  
GENT'S FOOTWEAR in Blucher, Button and Laced styles,  
\$4.00, \$4.50, \$5.00, \$5.50, \$6.00.  
See Ladies' Department for correct styles in Spring Footwear for 1914.

F. SMALLWOOD  
The Home of Good Shoes.

Fresh Shipment of the Famous REPUTATION CHOCOLATES for Easter 1/2 lb. to 5 lb. boxes.



GREAT MAIL ORDER HOUSE.

To Arrive for Easter, TURKEYS, CHICKEN, N. Y. BEEF, PEARS, ORANGES, APPLES, BANANAS, etc.

### Advance Showing of New Gowns.

We beg to announce for this week our display of latest Evening Gowns, and Bridge and Afternoon Frocks. These are copies of French Model Gowns, in lovely shades and designs; no two alike. We give below a description of one Gown, but they must be seen for their elegance to be fully appreciated. This model is of rich, heavy Ivory Crepe-de-Chine. Waist has folded Chiffon vest caught with tiny cut crystals; sleeves are of Chiffon draped entirely with exquisite lace, waist is veiled with lace, has wide crusted girdle and is finished at corsage with a cluster of shaded Mauve roses and a long rope of pearl and crystal beads. The skirt is in straight clinging lines, and has a double pleum of lace, held in place at back by drape and flat bow of Crepe-de-Chine. This Gown is a very beautiful one in its perfect lines and drapings.



U. S. Picture & Portrait Co.

### The Hearts Desire. SLIK KNITTED SCARFS.

Ladies' they are in the Newest and Choicest Shades.  
Price 25 & 45c., \$1.00, \$1.60.

### A. & S. Rodger

SURVIVORS CONVALESCENT. All the survivors at the Seamen's Institute, except two, are sufficiently convalescent to be discharged and will leave by this evening's train for their homes in the respective outports.

KOHLER PIANOS are known and are sold the world over. See us about one. Our new cash system gives you 25 p.c. cheaper than the old plan. CHESLEY WOODS, Sole Agent.—Feb2,tf

Large Lenses, medium size Lenses, and small Lenses, in fact all kinds of Lenses, excepting the cheap kind, are fitted according to the individual needs by R. H. TRAPNELL, Dispensing Specialist.—Apr1,tf