

OXO CUBES

Champions go Down to Defeat.

FEILDIAVS VICTORIOUS BY FOUR GOALS TO THREE.

A peculiar and well recognized theory had always existed in local athletic circles that the Old Feildians encountered more than their share of ill-luck in any branch of sport in which they participated, often having to take defeat from inferior opponents, but anyone who witnessed last evening's hockey match at the Prince's Rink must be convinced that fortune has refused to frown on them any longer, as the ringing of the gong gave them a victory over the Terra Novas (last year's champions).

PLAYERS.	
Terra Novas.	Feildians.
Quick goal.	Paterson point.
Herder point.	Wilson cover.
Tobin cover.	Dennett rover.
Watts rover.	Jerrett White.
Sellers centre.	left.
Trappell left.	Ewing right.
Willar right.	Bugden

Mr. C. Parsons, Referee.
Messrs. Ellis and McKenzie, Time-keepers.

SUMMARY OF GOALS.
Ewing (Feildians), 8 mins. 30 sec.
Ewing (Feildians), 15 mins.
Sellers (Terra Novas), 18 mins.
Sellers (Terra Novas), 27 mins.
Herder (Terra Novas), 29 mins. 30 secs.

Ewing (Feildians), 45 mins.
Bugden (Feildians), 45 mins. 30 secs.

PENALTIES.
Herder (T. N.'s), 2 mins.
Tobin (T. N.'s), 3 mins.
Tobin (T. N.'s), 4 mins.

THE GAME.
A large and enthusiastic gathering of onlookers greeted the teams as they came together. A good exhibition was anticipated and the fans were not disappointed.

At the command of Referee Parsons the teams got into action, each side working its best to secure an advantage. Play was fast and the puck was taken from one end of the rink to the other in turn. Herder and Ewing broke away and, after a brilliant run, scored the first goal for the Feildians. Deafening applause from Feildian supporters followed. Encouraged by their success the College lads worked with renewed determination. Ewing gave a splendid exhibition of stick-handling and again succeeded in passing all opponents and put the puck in the meshes. Excitement then grew red-hot. However, the Terra Novas turned the tables apparently to the dislike of the tooters. Tobin controlled the disc, made a fine run and passed to Sellers, who was on the spot and scored the first goal for his side, amid almost absolute silence. The Feildians had not exhausted all their strength and Ewing again displayed individual work, but when near the danger zone was tripped. Another vigorous rush by the Terra Novas equalized the count, through Sellers, and just before the close of the first period the Terra Novas split swept the rink and scored.

The Feildians became aggressive on resumption of play. Their forwards repeatedly attacked their opponents goal. Herder and Quick saved many difficult shots. Selfishness and erratic shooting were responsible for the Feildians getting no results. Fifteen minutes of play had expired in this period when Ewing notched up the equalizer and Bugden got the credit of the winning goal 30 seconds later. No further scoring was done, though the Terra Novas had play in their favor.

NOTES.
The best game for the season, though by no means the cleanest.
The ringing of the gong saved the Feildians from defeat, as for the last 7 minutes of play, they didn't get a "look in," but they had the luck.



Ewing's spectacular work was a feature. He was ably assisted by Jerrett. Paterson has improved remarkably. He is notably cool. Herder and Tobin did excellently for the Terra Novas. The others were a little out of kilter.

There was not that strict observance paid to the off-side rule last evening. The Victorias and St. Bon's will play to-morrow evening. The players will be:—

Victorias.	St. Bon's.
Hunt goal.	Power
Ford point.	Edens
Knight cover.	Knight
Brien rover.	McGettigan
Reid centre.	Murphy
Coultais right.	
Power left.	McGrath

Mount Cashel Entertainment.

On Wednesday and Thursday nights of this week the annual entertainment in aid of Mount Cashel Orphanage will be held in the Casino Theatre.

The entertainment will be under the patronage of His Excellency the Governor and His Grace the Archbishop, and we bespeak a liberal patronage on the part of the public.

The generosity of the people of this city towards deserving causes merits the highest commendation and no institution existing in our midst is more deserving of liberal support and assistance than that institution which is the home of the homeless, the refuge of the waif, Mount Cashel Orphanage.

The splendid work it has done since its establishment needs no advertisement other than that afforded in the ever increasing number of homeless and neglected children it annually takes in under its hospitable roof and later sends forth into the world well equipped physically and intellectually to take their place in the country's industrial pursuits, who otherwise may have drifted into the ranks of undesirable, and swell the ranks of unemployed because from lack of training they would be unemployable.

Strained to its utmost at all times its scant resources have been unequal to the requirements of the orphanage during the past two years owing to the greatly increased cost of nearly everything required for the maintenance of the inmates and the proper upkeep of the institution. The food, clothing, education and incidental expenses of 130 boys is a strain upon the resources of the Orphanage beyond that which its permanent income supplies, and therefore the greater need exists of voluntary assistance if the good work, in which the self-sacrificing Brothers freely give their lives, is to be conducted in a manner which will assure the homeless and friendless orphans sheltered there the best results which the institution is capable of giving.

As a proof of the sterling qualities of the boys trained at Mount Cashel we need only point out that among the young men who answered the call for volunteers there were no less than sixty Mount Cashel boys, and of that number thirteen have already given their lives on the battle fields of Europe.

This year Brother Ennis has acceded to the wishes of his friends in having the entertainment run two nights, and a change of programme will be given the second night. On reference to the advertisement of the entertainment it will be seen that the programme embraces some of the best and most popular local entertainers, and that in addition to assisting a laudable cause the patrons of Mount Cashel annual entertainment will enjoy a very pleasant evening.

Tickets are on sale at Atlantic Book-store.

Don't fail to attend the Valentine Soiree in Congregational Lecture Room on Wednesday evening, 14th inst. A pleasant evening is assured.
Feb 12, 31

Albert Edward Branch, N.B.S.

The annual meeting of Albert Edward Branch of the Newfoundland British Society was held in the British Hall, last night, when the reports for the past year were read and adopted. Mr. Maund presided and the election of officers for the ensuing year took place, and resulted as follows:—

President—W. R. Boone.
Vice-President—J. Churchill.
Secretary—M. Eddy.
Treasurer—A. W. H. Andrews.
Marshal—W. Oakley.
D. Marshal—Herbert Boone.
Liberian—W. J. Lambert.
The lodge is in an excellent condition financially and otherwise. The annual treat will be held on Thursday, Feb. 22nd.

It is useless and a waste of time to dust furniture with a dry cloth. All dust cloths should be oiled, either with paraffine or a good furniture polish.

The Important Point

to remember with regard to Zam-Buk is that, unlike ordinary ointments, Zam-Buk is so refined that it is capable of penetrating to the seat of the trouble, which in the case of skin diseases and old sores is found in the diseased underlying tissues. This is due to the fact that Zam-Buk contains no animal fat or coarse mineral drugs whatever, but is entirely of herbal origin. Ordinary ointments, on the contrary, owing to the animal fat and mineral drugs contained in them, are incapable of penetrating beneath the surface skin, so that the relief, if any, can be only temporary.

In addition to this, Zam-Buk is a strong germicide, and having reached the underlying tissues, it destroys all germs and thoroughly cleanses the diseased parts. Then Zam-Buk's healing essences promote the growth of new skin and a permanent cure results.

Zam-Buk is best not only for old sores, eczema, and all skin diseases, but also for blood-poisoning, ulcers, abscesses, boils, scalp sores, piles, burns, scalds, cuts and all skin injuries. All druggists and stores, or Zam-Buk Co., Toronto. 50c. box, \$1.25.



Railway Accident Inquiry.

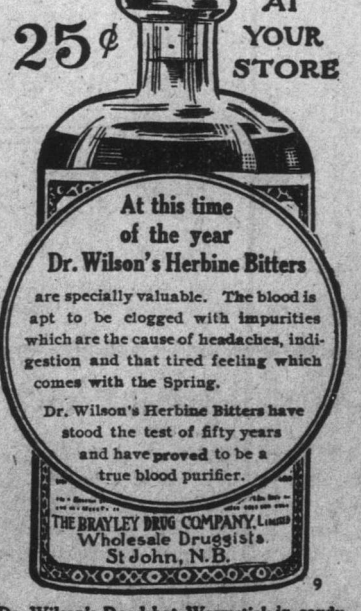
EXAMINATION OF WITNESSES.

An inquiry into the railway horror, which occurred near Glenwood on February 5th, began before Mr. F. J. Morris, K.C., J.P., in the Magistrate's Court yesterday afternoon. There were present Deputy Minister of Justice Hutchings and Government Engineer Hall for the Crown, Mr. Higgins representing the Reid Mill Co. and Supt. Grimes on behalf of the police. In order to avoid another inquiry by the Government Engineer's Department, Mr. Hutchings asked that Mr. Hall be allowed to examine and cross-examine witnesses. Mr. Higgins consented, adding that the Reid Co. were desirous of having the full investigation made. At 11 a.m. today inquiry was continued and the examination of witnesses commenced. Conductor Lush was the first witness called. He was examined by Mr. Hutchings and testified as follows:

I was the Conductor on the express that left here on Sunday afternoon for Port aux Basques. My train crew consisted of Baggageman Bishop and Brakesman Pike. The engine attached was No. 153. The engineer's name was Patrick. The fireman's name was White. The train consisted of one baggage car, one second-class car, diner, one first-class car, sleeper and private car. The baggage car and mail car were combined. We left St. John's at 12.30 and arrived at Clarendville about 8.50. At Clarendville I changed engines with engine No. 115 then attached. The driver's name was Weber. I don't remember the fireman's name. We left Clarendville about 9 o'clock. We arrived at Benton about four hours afterwards. I don't know how many passengers I had on board when I left St. John's. I don't know how many passengers I had on board when I left Benton. I made no stop at any place after leaving Benton. When the train left Benton I was in the first-class coach. I remained there until the wreck. I was not asleep. The first thing that attracted my attention was the train stopping. I felt the train bump. It was not very heavy. I left the coach and jumped off on the outside and went ahead. I noticed then that the track was running on a curve and the curve was to the right. The first car I passed was the diner, she was off the track and leaning at an angle of about 60 degrees. Attached in front of the diner was the second-class car. She was on her side about fifteen feet

from the track, tipping over on her side with the roof away from the track. She was all right. The baggage car and I kicked the door open on the east end and the brakeman went to the west end and was doing the same thing. As soon as we kicked in the east end door the passengers started to come out. I don't know if anyone got out the west end door. In about three or four minutes everything was quiet. I mean, whoever was in the car were all suffocated or burnt. In order to save the passengers in the other cars, the train's crew bent all their energy towards keeping them from catching fire. That was after everything had become quiet in the second-class and it had become impossible to rescue the remainder of the passengers. After I kicked in the east end door I sang out to the passengers and hurried them out and then went around to the west end door. Up to the time of my leaving the east end of the car to go to the west end there was no one helping me to rescue the passengers except the baggage man who was there with me. The engineer came around to the west end to assist the brakeman. There was no one else there except us four to render any assistance to the passengers in that car. All the passengers who did get out got out themselves after we had opened the doors. The mailmen were not there. There was none of the first-class passengers there at that time. The next car ahead of the second-class car was the baggage car. She was also on her side about the same distance as the second-class car from the track. Next ahead of the baggage car was the tender. It was off the track by the baggage car at right angles to the track with the front of it towards it. The engine was standing on the rails intact. The coupling between the tender and the baggage car was broken, and the coupling between the tender and the engine was broken. All the other couplings were intact. The train was lying on the left hand side of the curve, which was on the outside. I can't be sure how many passengers were in the second-class car at the time of the accident. There were fifteen got out. I don't remember their names. The bodies of eight passengers were discovered. Their names are: Joseph Watts, Carbonear; Mr. and Mrs. Moses Rodway, of Muscle Harbor Arm, Placentia Bay; Philip Hounsell, of Pound Cove; Thomas Stapleton and John Jacobson, of St. John's; Ambrose Rodgers and Simon Rodgers, of St. Jones' Within. I was present when the bodies of these eight persons were discovered. I am not certain if there were more than those passengers on board that second-class car. I cannot swear whether or not there were any others burnt. Two of the passengers who escaped were injured. None of the passengers in the other cars were injured. None of the train hands were injured. Mail Clerk Thistle claims to have an injured shoulder. I remained at the scene of the wreck till 5 o'clock on Monday evening and then proceeded on to Port aux Basques. We took the three cars that were intact at the wreck and got the balance of our train at Bishop's Falls. I cannot give an explanation whatever as to the cause of the wreck. The passenger cars that I had on that day, excepting the private car that made up the train that day, were heated by steam from the engine and lighted by oil lamps. There were three lamps in the second-class car with two branches each: that would be in all six lamps. They were suspended from the ceiling. They are the same kind of lamps that are used in the other passenger cars. The last time I passed through that second-class car was after I left Benton. I noticed that three of the lamps were lit then, one light on each branch. I swear that everything possible to be done was done for the rescue of the passengers in that car. It would not be possible for them to have got out any way but through the doors as the time was too short. From the time I felt the jolt till the noise subsided in the car was about three minutes. It would not be possible for any of those passengers to have got out through the windows. I think the windows would open sufficient for them to squeeze out through. The car was a Colonist car with double windows with wooden screen. The accident occurred about ten miles east of Glenwood.

(To be Continued.)



Dr. Wilson's Herbine Bitters is a safe cure for children.

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(To be Continued.)

The Ladies of the Congregational Aid Society wish to announce to their many friends that they are holding one of their "Popular Sociables on Valentine Night, Wednesday, the 14th, in the Lecture Room. Doors open 7.30. Concert 8 p.m. Admission 30 cents. Candy and Ice Cream for sale during the evening. Those taking part in the programme are: Mrs. F. J. King, Mrs. A. Barnes, Mrs. J. Whiteley; Misses Curtis, Quirk, Oakley, Hill, Langmead, Russell; Messrs. Courtenay, Trappell, Thomas, Edwards, Cowan, Ross, Mackintosh, Young and Ross.—Feb 12, 31

WIFE FINDS RELIEF, TOO!

Lachette Mills, P.Q., "I was troubled for many years with Kidney Disease, and a friend told me to try Gin Pills. After taking a few boxes I was greatly relieved, and after finishing the twelfth box the pain completely left me. My wife is now taking Gin Pills and finds that she has been greatly relieved of the pain over her kidneys. I can safely recommend any one suffering from Kidney trouble to give a fair trial to GIN PILLS.



Mutual Life of Canada.

The business of life insurance seems to have received an impetus rather than a set-back from the events of the last two and a half years. The reason probably is that in such a time of stress and strain the public has learned that it is wiser to build on the rock of life insurance than on the sands of speculation. Such a state of mind would naturally result not only in applications for new insurances, but would cause existing policies to be more highly valued and carefully kept in force. Another cause for the extraordinary prosperity of the companies was doubtless the phenomenal prosperity of the country, at least in many lines of business. This made possible the payment of renewal premiums where otherwise there might have been lapses or surrenders recorded.

The first thing to attract the attention of the reader of the annual statement of The Mutual Life of Canada, which appears in another column, is the steady increase both in the size and the strength of the Company. The statement shows new business written greater than in any former year to the amount of \$1,613,390. It is evident, therefore, that though many prospects for insurance have been lost on account of enlistment in the army, this has been compensated for in the fact that those who remained at home were more accessible.

The net increase in the amount of the business in force is \$8,553,551. This remarkable increment is due not only to the amount of new business written, but to the persistence of the old business, in respect to which The Mutual holds the Canadian record. There is one item in which all the activities of a life company are reflected and that is the surplus earnings. This represents the balance of actual profit after all the operations of the year have been concluded. The amount was \$1,158,931, and it must be remembered that this result has been achieved after meeting the extraordinary mortality strain due to the war. As a result the company will continue to pay the liberal dividends for which it is noted.

Two elements of great importance in operating a life insurance office are the rate of interest earned and the ratio of expense to income. Last year it was noted that while the average rate of interest earned on its investments in 1915 had increased, the ratio of expense to income had fallen. This has been repeated in the experience of 1916 and clearly indicates two things—reunitive investment and economical management—both of which are essential if the policyholder is to secure life insurance at a minimum of expense. The year has been one of marked progress in all departments, the business of the Company at the close of the year totalling \$109,645,581, the assets \$29,261,963, and the surplus over all liabilities \$4,595,151. The claim this Company makes that Mutual Life Companies are among the most stable of all financial institutions, is being well borne out in its own experience from year to year.

Cochrane St. Recital, Thursday evening, at 8.30. His Excellency the Governor and Lady Davidson have graciously signified their intention of being present at this Recital.—Feb 13, 11

Empire Day Red Cross Fund.

Already acknowledged ... \$20,165.03
Proceeds Basket Party by Misses Flo Pike and Laura Butler ... 10 00
Men's Patriotic Association ... 25 00
Special Thank Offerings:
Topsail ... 5 00
Miss Isabel Dowden, Topsail ... 5 00
Interest ... 7 09
Less amount disbursed ... 19,633.77
Balance on hand ... \$ 531.35
P. H. STERNE, Sec.-Treasurer.
St. John's, Feb. 12th.

Colored clothes should be ironed on the wrong side, because heat applied directly to the color is apt to change it.

14TH ANNOUNCEMENT.

DEATH TO LA GRIPPE.

It is very easy to acquire La Grippe, but not so easy to lose it. One sure way there is, however, and that is by seeking a warmer climate. Take a "Royal Mail" West India ship sailing from Halifax, and within two days you will feel a different person.

Pure salt air and a summer atmosphere are certain death to the gripe microbe, as hundreds of "Royal Mail" passengers have proven during the past few years.

The Reid Newfoundland Company.

THE ROYAL MAIL STEAM PACKET COMPANY
67-69 Granville Street, HALIFAX, N. S.

All the Newfoundland Men Can't Be Fighters,

but those who can't fight and are smokers can help to protect their country by using the Tobacco and Cigarettes made by Newfoundlanders in their own Island. If quality and price count first it's made under the Union Jack. Ask yourself the question—"What does the Union Jack mean to me?" Protection. Then buy the Tobaccos and Cigarettes made at HOME.

Imperial Tobacco Co.
Newfoundland Ltd.

The General Motor Supply Co., Ltd.

AUTOMOBILE AND MOTOR BOAT SUPPLIES.
Complete stocks of the following lines always on hand.

FOR THE AUTO.
Spark Plugs, Tool Boxes, Head, Side and Tail Lamps, Gasoline Gages, Pumps, Jacks, Stewart's Electric and Hand Horns, Tire Chalks, 30 x 3 1/2 and 31 x 4, etc.; K. W. Road Smothers for Fords.

FOR THE MOTOR BOAT.
K. W. Coils, Gaso, Tubing, Engine Exhaust, Wire Priming Cups, Hose Stalling Boxes, Piston Rings, Spare Parts for Hubbard Engines.

Sole Agents for White Star Extra Quality Lubricating Oils and Grease, used exclusively and recommended for Ford Cars by the Ford Motor Co.

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WATER STREET.

SLATTERY'S.

Always in stock a large assortment of

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At Lowest Possible Prices.

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