

Remember Our Boys

who have volunteered to fight for King and Country by sending them a box of

Soldiers and Sailors Comforts

which will make a delightful CHRISTMAS GIFT, costing you only **80c.** delivered to its destination.

A sample box of which can be seen at our store. These boxes are packed in London by the well-known firm of MESSRS. J. A. SHARWOOD & CO.

and contain one tin of Orange Marmalade, 1 jar Salmon and Shrimp Paste, 1 box Peppermint Creams, 1 tin B. S. Toffee, 1 packet Tobacco, 4 packet Cigarettes, 1 tin Antiseptic Powder. We having made arrangements with them as to their safe delivery, all orders for same will have our careful attention.

BOWRING BROTHERS, Ltd.

Phone 332. GROCERY. Phone 332.

THE LONG SIEGE OF WINTER just starting is best provided against by now stocking your cellars with vegetables. We offer at lowest wholesale prices: Parsnips, Carrots, Beets, Onions, Turnips, and the favorite Island Blue Potatoes. Each steamer brings us fresh supplies. Just in: New Cheese, Valencia Oranges, Spanish and Canadian Onions, Cranberries, and ALWAYS the Best Apples.

EDWIN MURRAY.
(Wholesale Store.)

This IS When There Really Are Coat Bargains.

Those ladies who have not yet bought a New Winter Coat will really get a Coat Bargain now. English Cloths and English labour. Styles the newest and the smartest.

ALL OFFERED AT COST. Owing to late delivery and general conditions, also

All our Infants, Children's and Misses COATS at Cost.

Our regular Coat values are always good, but when we get to rock bottom like this there can be **Absolutely no approach to equalling OUR VALUES.**

You can make every comparison, but do it quickly.

HENRY BLAIR

P. E. L. POTATOES, APPLES, etc., etc.

Now in stock. Also PARSNIPS, CARROTS and BEET. We are now quoting above to deliver from ship's side at very lowest prices. Now in ex Furpees and Allan Boats.

200 brls. CHOICE WINTER KEEPING APPLES.

50 cases SILVERPEEL ONIONS.

30 kegs GRAPES.

30 cases CALIFORNIA ORANGES. PRICES RIGHT.

BURT & LAWRENCE, 14 New Gower St.

Box 245.

Tel. 753.

INSIST

on getting the Riverside label on the next pair of Blankets you buy, because

Riverside BLANKETS

are considered the best values ever placed on the market.

Recruiting Continued.

153 MORE VOLUNTEERS—TOTAL ENLISTED, 353.

The work of recruiting was continued at the C. L. B. Armoury, last night, and judging by the patriotism and enthusiasm displayed it looks as if the demand for making a second contingent will be supplied quicker than the first. Already, for two nights' work, 335 have signed the roll. Last night 153 enlisted. Their names are:

Chas. Hutton Bulley
Geo. Gear
John Jos. Evans
Wm. Hilborne Stevens
Chas. Ed. Brooks
Cyril Quick
Fred. Lawrence Oakley
Gerald Jos. Kavanagh
Wm. Fred. Adams
Chesley Jas. Gough
Ernest Chesley Quick
Jas. Bartlett
Gordon Clarence Bastow
Geo. Wm. Gushue
Donald Fred. Bartlett
John Lawrence Murphy
Wm. Juke
Chas. Jos. Vavasour
John Francis Edens
Chas. Archer Ellis
Jas. Jos. Hynes
Ed. Jos. Jackman
Fred. Seymour
Norman Angel Synyard
Robt. Stewart E. Munn
John Jos. McGrath
Harold Mitchell
Maxwell Distin Shears
Ed. Hall Taylor
Rd. Brazil
Patk. M. Farrell
Albert John Myer
Harold Geo. Barrett
Geo. Templeton Duncan
Ernest Fox
Chas. Kelly Meehan
Sidney Gurne
Jas. Ellis
Thos. Spurring Evans
Robt. Jas. Watts
Jas. Gillespie Ferris
Peter John J. Cooper
Jas. Bernard Croke
Jas. Henry Morrissey
Geo. Stanley Taylor
Albert Evelyn Jones
Arthur Hubert Edgcombe
Paul Everett King
Thos. Jos. Tobin
Wm. Anthony Phelan
Chesley Mercer
Chas. Gordon Phillips
Francis Jos. Shaw
Benj. Lawrence Woudy, Grand Bank
John Jos. Butler
Jno. Russell
Patk. Jno. Farrell
Walter Chas. Hawker, Carbonear
Frank Geo. Coffield
Rd. Lawlor
Patk. Jos. Stamp
Ralph Burham
Hubert F. Hudson
Clifford Rendell
Jas. Jos. Gear
David M. Carew
Ed. Francis O'Brien
Harold Payne Taylor
Chas. Donnelly
M. Finlan Murphy
Jas. Jno. Harvey
Fred Ebsary
Rd. John Hickey
Robt. B. Crawford
Jas. Edwards
Herbert E. Martin
Alex. Byrne
Wm. Francis Phelan
Albert Thistle
Thos. Rolfe
Wm. Rd. Ivey
Thos. Patk. Walsh
Gilbert Walters, Champney's, T.B.
Wm. Ed. Barnes
Jas. Patk. Kennedy
Isaac B. Hann
Thos. Jos. Dawson
Wm. Jno. Dyer
Preston J. Bugden
Wm. Geo. Nottall
Gordon Alex. Mullings
Francis Jos. Glynn
Leonard Evans
Jno. Jos. Hannaford
Gordon Alex. Harris
Rd. Fowlow, Trinity East
Thos. Roland Hopkins, Heart's Content.
Jas. Chas. Chafe
John Bertram Young
Fred Brown
Thos. Jos. Carew
Aldney W. Pelley
Fred. Raynes
Jas. Jos. Butler
Percival Chas. Mew
Wm. Thos. Lever
Harvey Ronald Butler
Alfred P. Taylor
Jno. Jos. White
Wm. Jos. Darcy
M. Jos. O'Neill
Thaddeus F. McCarthy
Rd. Gordon Armstrong
Hy. Wm. Moss
Arthur Cummings

Robt. Cave
Jethrow G. Benson
Fred Jno. Harris
Patk. A. Edwards
Fred. Hallett
Ingram Rose
Arthur W. Pike
Jno. A. Nurse
Jno. Jos. O'Brien
Rd. F. Fahey
Arthur Perks
Samuel Garland
Walter LeGrow
Thos. Albert Bennett
Wilson A. Loveys
Jas. Mookie
Wm. Jno. Brett
Guy D. Shears
Chas. Jno. Green
Gordon Snow
Jno. Chas. Underhay
Hy. Colton Noonan
Thos. W. McGrath
David R. Power
Augustus J. J. Pacey
Patk. M. J. Dobbin
Thos. Jos. Atkins
Sam. Boone
Walter C. Smith
David McGorey
Robt. D. Cleary
Vernon M. Pearce
Chas. Butler
Norman S. Fowlow
Jas. Mason
Ambrose H. Martin

Sealing Commission.

(Tuesday, Dec. 1.)

The proceedings before the Sealing Disaster Investigating Commission were continued yesterday afternoon, when Dr. Lloyd continued the examination of Capt. Westbury Kean of the S. S. Newfoundland, having reference to weather conditions on March 21st and April 1st. The witness said: I do not know that our barometer was set to sea level before clearing last spring. The barometer is not always reliable in determining weather conditions. I did not read the barometer and thermometer together. I have known the barometer to indicate a heavy storm at Labrador which never came. Last spring on the day our men left, our barometer did not indicate a severe storm. The Toronto weather report might emphasize the reading of our barometer, but it happens sometimes that both are wrong. We don't get Toronto forecasts at the seal factory. The Newfoundland was of the wooden ship type, and I presume was surveyed, as she was insured. I don't know as a fact that the ship was surveyed. I have always thought this to be the regular course. As far as I know the ship was strong and seaworthy. I had no trouble or anxiety concerning her; she could not be regarded as a floating coffin. As far as I know, I regard the panning of seals as indispensable for a successful seal fishery, but would be willing to take my chances otherwise for a voyage, though it would be killing work for the men, who, I believe, would curse the day panning was done away with. I am sure the men would find it distressing and hard work. No doubt some seals are lost through panning, but the hardships to the men, in my opinion, would be more serious. The panning of seals induces men to travel further, but I am not prepared to say that is more dangerous, as there are dangers and risks in handling seals to the ship. I have known men to travel as far as four miles, that is as far as my crew ever went. An average distance would be a mile or two. I did not see the Stephano again that day after seeing my men board her, nor was anything reported to me that day about the Stephano or my men leaving here. I did not know that day whether my men had left her or not. I had wireless on the Newfoundland four springs ago with an operator. The next spring there was no operator. It was then taken out. I was not consulted about taking it out. The whistle was blown twice or more after some men returned at 1 p.m., later in the afternoon. Capt. Green, the navigator, kept the log. The barometric entries of log from Monday noon, March 20th, until the night of next day the 31st were quoted. The entry in the log at 4 p.m. on Tuesday the 31st showed the wind to be S.E. The wind would be blowing from the Newfoundland along the track the men made in the morning. He did not believe his men were on that track at that time. The wind was veering in the afternoon and the ice was wheeling easterly. The ship kept the same relative position to the track on the heavy hummocky ice as far as I could see. But it is utterly impossible to be certain about the wheeling of the ice. The ship kept the same position as far as I could see. As to food, the men always grew hard bread, and nearly all carry a bag of oatmeal, raisins and sugar, which is provided by the ship if desired, though many men carry these bags on their own account. The master watches have their stock supplied by the cabin steward, as they have not time to prepare their food like the men. They sometimes have a piece of cold meat, and the men are never refused meat if they ask for it. I don't know that any men took meat that day. I think that the men might be taught to look out for themselves more carefully, as regards clothing and food, before leaving the ship, with advantage to them. Sometimes men are provided with

warm clothing when it is not required, and vice versa. I have seen men go out in the rain with oil clothing on, and afterwards picked up the clothes which had been discarded by the wearers.

George Tuff, sworn and examined by the Attorney General, Hon. R. A. Squires. He said he was second hand in the Newfoundland last year. In 33 years old, and has been going to the ice since he was a boy. Was bridge-master at about 17 years of age. Has been master watch for 10 or 11 years, then second-hand or mate. I remember March 31st last well. Was on deck at daylight and left the ship with the men about 7 o'clock. It was a fine morning, and I thought it would continue. Wind very light from S.E. Was in the barrel early. Think Stephano was N.W. of us, also saw the Florizel and one of the 'Ventures. Saw several gangs of men on ice near Stephano and Florizel, who appeared to be taking seals. I told the Captain and he told me to take charge of our men and go out. I took four master watches and about 100 men. Our captain told me to board the Stephano and get further instructions there. I thought she was about 5 miles from our ship. The ice was worse for travelling over than I ever saw. It took us about 4 1/2 hours to reach the Stephano. About 10 a.m. while on the way I observed that we were going to have some weather, but I thought it would be mild. When we boarded the Stephano it was pecking snow. I saw no sun hounds that morning. After we had a mug-up the snow was thicker, but it was mild, and I asked Capt. Kean as to weather prospects, and he satisfied me about them, and I went on the ice, thinking of no danger. The men all had full opportunity to get food while on board. The propeller of the ship was going, but I don't know if she was moving, was told she was steaming S.W., which would be towards the Newfoundland. The Captain told me there was a spot of seals in this direction, and getting my bearings before leaving the Stephano, I found the seals. At this time I did not think it a fit time to work at seals, though I have killed them in much worse weather. Could not see our ship at this time. We lost very little time, and I thought it best to make for our own ship. This was about 1 o'clock. I knew the direction of our ship, and put Master Watch Dawson ahead with a compass. I heard one whistle from one of the steel ships, but saw no steamer. We travelled S.E. by E. until we reached our path, showing thick all the time, but not enough to hinder us from getting along. Often have been out in worse weather. Between 3 and 4 a.m., LePiere, gave out, which caused some delay. When he could not get further I decided to stay with the sick man, and told the rest to go on to the ship. Two or three men, including Sidney Andrew, remained with me. As the men were in the path we came out in, I thought they would reach the ship. Sidney Jones led the men. It was then getting late. I concluded to fix up some shelter for the night, and remained until the middle of the next day. The weather was cold then with a gale of wind N. and W. Thought I saw a steamer through the drift, but it was a pinnacle of ice. I saw the Bellaventre later, and went towards her, probably about half a mile. Some of our men were nearer the ship than I, but she moved away from us before we could reach her. Several of our men were then dead, others dying, and then the Bellaventre moved away. I saw the Stephano come close that I could see the white paint on her bow, but she, too, changed her course, away from us. I then saw the Newfoundland, and decided to take another man to reach her, feeling sure that no one knew we were astray. After travelling an hour or so, we saw that our ship had got in clear water and was moving away from us. We remained all night, it being beautiful, starlight, intensely cold. Next morning my sight was gone, but our ship was seen by one of the men, and three of us walked to her. On the way some men met us and helped us on board. Adjournalment was taken at 6 p.m. until 3 this afternoon.

BUSINESS AS USUAL

McMurdo's Store News.

WEDNESDAY, Dec. 2nd, 1914. We have some new Toilet Laneline in which promises well. Laneline is of many kinds and qualities, but we think this particular kind is of specially refined quality and will prove a useful emollient for the hands and face. Price 15c a tube. Anti-Dys-Pep has many friends for the sufficient reason that it has been a good friend to many. For cases of indigestion where there are no complications it has proven itself the great remedy, and it tones up the digestive organs and enables them to do their work normally. Price 25c a bottle.

To-Night's Smoker.

The smoking concert, in aid of the city orphanage, which takes place at the Casino Theatre to-night promises to be an enjoyable affair. An excellent programme has been arranged by Mr. F. J. King, and amongst other items will be patriotic selections by the C. L. B. Band, including "Carry On" which is now the rage in London music circles. Mr. Arthur C. Huskins, the popular singer at the Nickel Theatre, will contribute one of his choice songs, and the other performers, who are well known to St. John's audiences will be heard in pleasing vocal and instrumental selections. As the concert is a charitable one, we feel sure that the entertainment will be well attended.

BUSINESS AS USUAL

MINARD'S LINIMENT CUBES

COLORS, ETC.

COAL VASES

\$1.60	\$2.75
\$1.75	\$3.00
\$2.00	\$3.50
\$2.60	\$4.00

These Goods are all new and marked down to the very lowest figure to clear.

MARTIN HARDWARE Co.

Quality COUNTS!



We have just opened a splendid assortment of WINTER SUITINGS and OVERCOATINGS, the quality and utility of which are second to none in the city. Let us make your Suit or Overcoat and convince you that we are

THE STORE THAT PLEASES.

CHAPLIN, The King of Tailors

FIRE INSURANCE

is a necessity, as you don't know what time you will be visited by fire. For a small outlay you can protect yourself against loss.

Hartford Fire Insurance Co., Established 1796.

ASSETS \$26,000,000.00

Prompt Settlement of Claims.

GEORGE M. BARR, Agent.

S.O.E. Election.

Burnt to the Ground.

At the annual meeting of Empire Lodge, No. 270, S.O.E.B.S., held last night, the following officers were elected:

President—Bro. W. G. Smith, elected.

Vice-President—Bro. F. W. Pike, elected.

Chaplain—Bro. F. F. Harris, elected.

Rec. Secretary—Bro. G. F. Pike, elected.

Financial Secretary—Bro. W. H. Strong, elected.

Treasurer—Bro. C. K. Miller, elected.

Surgeon—Bro. Dr. J. S. P. Knight, elected.

1st Guide—Bro. L. Crane, elected.

2nd Guide—Bro. R. Morris, elected.

3rd Guide—Bro. S. Stevens, elected.

4th Guide—Bro. Jas. Miller, elected.

5th Guide—Bro. Bert Taylor, elected.

6th Guide—Bro. H. Sexton, elected.

Inside Guard—Bro. Escoff, elected.

Outside Guard—Bro. L. Rose, elected.

Auditors—Bros. W. G. Pike, E. S. Snow, Jas. Miller, elected.

Trustees—Bros. P. P. Thompson and Hunt, elected.

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