

**Sealing Commission.**

(Monday, Jan. 4th.)

Nathan Kean, sworn, to the Minister of Justice.—Was second hand on the Florizel at the ice last spring. The seals were in a string N.W. and S.E. Saw the Newfoundland crew on March 31st, about 8 o'clock, they were coming towards the Stephano, did not see them board the Stephano, but saw them when they were about a mile away. It was then fine weather. Did not expect bad weather; there was very little wind, but did not notice from what direction. The snow came on about 12.30, still mild, wind easterly, increasing. After dinner the men of the Florizel and Stephano were picked up, thinks it was then advisable to pick up the men. The Stephano was reached about 3.30, when the crews of each ship got on their own.

To Dr. Lloyd.—When he saw the Newfoundland crew about 11 a.m., they were about a mile from the Florizel's flag, marked in chart. The Florizel was in smooth ice that morning, there was no heavy ice between her and the Stephano. When the Florizel's men came aboard from the Stephano, heard no talk about the whereabouts of the Newfoundland's men. About 1.30 his brother, Captain Joe Kean, told him he had sent a message to his father asking him to look after the Florizel's and the Newfoundland's men and he would look after the Stephano's. It was advisable to pick up one another's men because of the conditions prevailing. He estimates the Florizel was about 3 miles from the Stephano after they had burnt down. The Stephano was to the leeward of them and the whistle of the Stephano was powerful enough to be heard by them that afternoon and up to 8 p.m. He does not remember hearing the whistle of the Stephano blowing either in the usual or an unusual manner during that time.

To Judge Johnson.—Our ship went about 3 1/4 miles to the northwest, putting out our men. Some of the Stephano's crew were picked up at the end of our run. Don't know where the Stephano went. Did not hear her whistle, think it might have been heard. Saw the Stephano on Wednesday afternoon about five miles S.E. from us, we were then jammed, and thought the Stephano was too. Did not see the Newfoundland on Wednesday.

To Judge Emerson.—Witness is a member of Capt. Joe Kean and a son of Capt. Kean. George Yetman, sworn, to the Minister of Justice.—Was steward on board the Stephano last spring. Had been to the ice as cook and steward twenty springs in different ships. Remembers March 31st last. At 10 a.m. the weather was fine and warm, was in his shirt sleeves on deck. The Newfoundland's crew came on board about 11.20, the weather was then fine and mild, was on the top bridge and felt neither cold nor wet. Was on deck when the Newfoundland's men left. There was just a little snow falling, and thought it was going to be mild. Heard no anxiety expressed on board as to the Newfoundland's crew after they left. As steward his duty is to see to the cooking for captain, engineers and officers. Have nothing to do with the men. Witness had one cook with him and a chief cook with three others for the men. There was also a baker for the ship. Had nothing to do with giving out food for the crew. Witness provided oatmeal, raisins, hard bread, sugar, cheese for the bags of those officers who went on the ice; this would be if he thought the men would be away all day.

To Dr. Lloyd.—Is brother-in-law of Capt. Kean. Heard the captain say nothing about looking for the Newfoundland's men during the afternoon. Does not remember whether the whistle was blowing before or after supper. It may have been. Does not know anything of seals being taken on board—his work was below. To Judge Johnson.—Might have been on the bridge 15 or 20 minutes, was on the main deck when the Newfoundland's men got over; was not

there long. There was a little snow falling when the men left, and a little wind. Was in my shirt sleeves.

Alphonsus J. Harris, sworn, to the Minister of Justice.—Was at the ice last spring in the Newfoundland as ordinary sealer. Remember March 31st. Started towards the Stephano but only went part way, as the weather was getting thick, mild snow, not cold. Thought he was between 5 or 6 miles from the Newfoundland, and about 3 or 3 1/4 from the Stephano when he turned back. Others turned back also. The Stephano was going away when witness turned back. There was nothing said about that ship that witness heard. Thought when he went out they were looking for seals, but did not know they were to go to the Stephano. The snow was falling fast when they turned back. Wind about S.E. the whistle was not kept blowing after we returned to our ship; did not speak to the captain about it. Thinks it was about 2.30 when they got back.

To Dr. Lloyd.—Heard the whistle once while they were on the ice, about a mile and a half away. Witness turned back because it was too bad to do any labor, and there was nothing to do. No delay was made after deciding to go back. Had no conversation with any others as to returning, nor heard any other talk of why they were going back. It is not customary for the captain to tell us where to go, the officers give these orders. Witness was in Dawson's watch, and he did not tell us where we were to go. Dawson was in the crowd with them. Did not hear Dawson speak a word when they turned back.

To Judge Johnson.—Others had turned back before witness. No others came after the men with witness. It was blowing hard with thick snow when they got back to their ship; could not see her; travelled by compass. Witness walked on in line not knowing where he was going. Witness would trust no master watch on the ice in a snow storm. It was Dawson's business to direct his watch, but he did not do it.

Roland Critch, sworn, to Dr. Lloyd.—Was at the ice in the Newfoundland last spring; has been twice at the ice. Remember March 31st last. The weather was not bad, but it was pecking snow. The sky was overcast, cloudy, but no serious indications of bad weather. Did not know where they were going, but followed the crowd with his chum. Five "beaters" were killed, this was about 10 o'clock. Stopped a good bit going back to make a "spell" or a bite to eat. Were travelling about two or three hours. Thinks they travelled about 6 miles. The weather was dirty when they started to return, snow was not over heavy, damp and soft. This condition was reached when a strong breeze from S.E. was blowing. The snow was thicker and wind higher when the ship was boarded. Heard the whistle once when on the ice and once when on the ship afterwards. The captain said nothing when they went on board. Witness had a seal. The weather was getting bad, was witness' reason for going back. Did not learn where the men were going until he got on board. It was unfit for men to be on the ice when witness turned back, and also when the ship was reached. At 12 o'clock the weather was bad. It was not so over bad when they turned. Turned in after supper, shortly after dark; heard no talk about the other men. Does not remember talking about them before, but was thinking they were on the Stephano. Next day we imagined they were on the Stephano; heard from the captain that they were on the Stephano.

To Judge Johnson.—Witness did not know where the rest were going when he turned back. Followed on in a line not knowing where they were going. The Commission meets this afternoon.

Stafford's Prescription "A" is just the thing you want after celebrating Xmas and New Year's. It cures all kinds of stomach troubles. Price 25 and 50 cts. a bottle. Postage 5 and 10 cts. extra.—Jan 2, 15

Some of the new half high collars are made of metal-woven broche silk ribbon.

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Made by the largest Flour Millers in the world, in the most up to date Flour Mills in the world.

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**Naval Reservists.**

The recruits for the navy mentioned in the first list have been accepted at the Calypso since Dec. 14th, last:— Stanley Starks, Pool's Island, B.B.; Frank Columbus, Adolphus White, St. George's; William J. Brass, Walter G. Smith, Chance Cove, T.B.; Charles L. O'Keefe, Grove Place, Harbor Grace; Bernard J. Moore, Harbor Grace; Stanley Allen, Lambourn, Key West, London, S.W.; Samuel J. Jones, Charles P. Rendell, Little Bay Islands, N. D. B.; David Martin, Alexander Bay; Arthur C. Smith, Eleazer Brass, Chance Cove, T. B.; John Brien, Patrick J. Ryan, Ferryland; James J. Saunders, Griguet; William Woldridge, Fogo; Thomas Miller, Leading Tickers, N.D.B.; Leo Kennedy, Lance Cove, C. B.; John Mahoney, Bernard Dalton, Conception; Ronald Pittman, William J. White, New Perlican, T.B.; Allan Blundon, Bay de Verde; George W. Cole, Centwell Hr., N.D.B.; Ambrose Hiseock, Winterton, T.B.; Roland A. Worrel, Griguet; George R. Pike, Burin; George Baker, Path End, Burin; George Fox, Breton, Port au Bhas, Burin; Gilbert Ash, Portland, B.B.; Chesley Avery, William Martin, George Hollett, Burin; Arthur W. Smith, Griguet; Alfred P. White, St. George's; Bringley Bailey, Old Bonaventure, T.B.; John W. Huskins, Sandy Cove Island, N.D.B.; John C. Jolliffe, Old Perlican, Burin; Stephen Jerrett, St. John's; William V. Burke, Conception; John K. Barnable, Ferryland; Kenneth F. Young, St. George's; John T. Adams, North Harbord, P. B.; Wm. R. Parsons, Bonne Bay; Wm. J. Gillam, Woody Point, Bonne Bay; Samuel J. Walters, Random Island, T. B.; John Rose, Carker's Beach, C. B.; Albert J. Kavanagh, Fox Cove, Burin; Joseph H. Wagg, Benjamin Greene, Richard Brenton, Burin; Peter Louis, Port Saunders.

The following men also volunteered for the Navy:—Wm. P. Martin, Hr. Grace; Richard Kinsella, Ferryland; Stephen Russell, Coley's Point; Eay Roberts; Walter F. Walsh, Harbor Grace; Isaac Bradbury, Coley's Point, Bay Roberts; Edward J. Maher, St. John's; Edgar Waterman, Fogo; F. Frost, Bay de Verde; Allan C. Wiseman, Heart's Delight, T.B.; Joseph Martin, Hr. Grace; Peter Kirby, Winterton, T.B.; Wm. J. Lilly, Hr. Grace; Archibald Bishop, Burin; Stephen Morgan, Port de Grave; Robert Mulvey, Blackhead, Bay de Verde; Mark Russell, Port Hexton, T.B.; Wm. Dwyer, Shearstown, Bay Roberts; Edmund J. Branton, Hant's Harbor, T.B.; Moses B. Lewis, Conception; Charles H. Clarke, Harbor LeCou; Michael Keels; Thomas J. Mahoney, Conception; James Mason, St. George's; Geo. Adams, Henry Davis, Lorenzo Calsons, Hr. Grace; Ernest Kirby, Wm. Hoban, Burin.

**Reids Boats.**

The Aryle left Placentia at 7 p.m. yesterday, coming direct to this port for repairs. The Bruce left Port aux Basques at 1.30 p.m. yesterday. The Clyde is delayed at Fogo on account of ice. The Ethel sails from Placentia for the westward this afternoon. The Glencoe left Burin early yesterday morning, going to the westward. The Home is jammed in the ice near Moreton's Harbor. The Laitrose left Port aux Basques at 8.25 a.m. to-day.

**Marine Disasters Fund.**

Already acknowledged ... \$310,679.34  
Citizens of Inverness, Nova Scotia, per F. J. Glabois, Treasurer, Daniel L.O.L., and J. C. Puddister ... 100 75  
\$310,780.09  
R. WATSON, Hon. Treas.  
Jan. 5th, 1915

**A Serious Charge.**

Three soldiers of the 25th Nova Scotia Regiment returning home last evening on leave for the New Year, were arrested at Truro charged with being responsible for the condition of a young lady on the train who is reported to be critically ill. The doctor who examined the girl found that she had been drugged and expressed grave fears regarding her possible recovery.—Sydney Record, Dec. 31.

**M. I. A. SWIMMING CLUB.**

There will be an emergency meeting of this Club on Thursday evening, Jan. 7th, at 7.30 o'clock, at the Seamen's Institute. As the business to be transacted is of great importance it is desired that every member make an effort to attend. A. STANLEY HARVEY, Sec'y.—Jan 5, 21

**LATEST From the Front.**

11.00 A.M.

**EXCHANGE OF WOUNDED.**

LONDON, To-day. A despatch from Berlin says the first exchange of wounded prisoners of war will take place in Geneva this month.

**MINISTERIAL CHANGES.**

LONDON, To-day. Interesting Ministerial changes are likely to follow the death of Percy Hingworth, Chief Liberal Whip, according to the Daily News, which says it is probable Augustine Birrell will retire as Chief Secretary to the Lord Lieutenant of Ireland, and be succeeded by Herbert L. Samuel, Postmaster General.

**RUSSIAN REINFORCEMENTS SECURED ADVANTAGES IN GALICIA.**

BERLIN, To-day. Heavy reinforcements from Kiev were responsible for the recent change in the situation in Galicia, according to a correspondent of the Tageblatt, with the Austrian headquarters. The Russians after their defeat at Lodz and their unsuccessful battle at Limanowa, the correspondent says, seemed on the point of being ejected from Galicia and retired behind the Vistula, but reinforcements although principally militia were sufficient to turn the scale in favor of the Russians who launched a new offensive southwards in the direction of Nowy Senciek, in the hope of jamming in between Galician and Carpathian armies. The Austrians, however, by a new disposition of their troops and reinforcements succeeded in arresting the advance. A renewal of southward movement, the correspondent continues, is improbable now, as a further advance would bring the Russians between two fires. Instead of this a heavy pressure westward in the direction of the fortress of Cracow is now noticeable. Simultaneously the Russians turned on the Carpathian army but confined themselves to an attack on the south western passes, forcing their way into Hungary over the Utszk. This move assures them continued control of important petroleum fields south of Lemberg and Przemyssel.

**Went Down In Monmouth.**

Mr. John O'Rourke, at one time petty officer on H. M. S. Calypso and now stationed at the Naval Barracks, Devonport, England, in a recent letter to Mr. P. Maher of the sub-station, R. N. Co., wishes to be remembered to all the boys of the C. C. with whom he was a general favorite during his term of office on the training ship. He also said that Petty Officer Badder, who had also been on the Calypso, had gone down in H. M. S. Monmouth in the naval fight off the Chilian coast. Mr. Badder was well known in the city and his many friends, though grieved to hear of his death, will remember with pride their friend who gave his life in the service of his country.

**Was Not Sick On Voyage.**

Regarding Reservist David Butler, who died in the naval hospital at Plymouth, as alluded to in yesterday's Telegram, we learn from Capt. Alan Goodridge, who left here in charge of the contingent of Reservists on the transport Franconia, that the deceased sailor never suffered from the slightest ailment during the voyage. In fact Capt. Goodridge's records show that deceased had been in excellent health all the way across, so that his illness, which proved fatal in the Old Country, must have been brief.

B. I. S. DANCE. — Twelfth Night. Tickets may be had from Miss L. Higgins and members of the L. & A. Committee. Jan 5, 11

**"STARR" HOCKEY SKATES**

**BEST FOR HOCKEY**

**BEST FOR FUN**

**THE MODERN MERCURY**

Mercury, the winged messenger of the gods (according to ancient legends) had small wings on his feet to speed over the land with the ease of a bird. But Mercury had no advantage over the modern skater who uses Canadian-made "STARR" Skates.

"STARR" Skates take the place of wings—they are light, strong, comfortable—and enable the wearer to skim lightly and confidently over the ice—whether in pure fun or the swift sport of a hockey game.

The popular "STARR Mac-Mac Featherweight" Hockey Skate (trademark registered at Ottawa) shown at the bottom of this advertisement is a speedy hockey skate, and equally good for rink skating.

It is especially strong, because of the bar connecting the heel and sole plates. The specially welded and tempered steel blades retain their cutting surface longer and better. Very little sharpening is needed.

Hitch yourself to a "STARR" Skate and surprise yourself and your friends.

"STARR" Skates are equally good for artificial or natural ice.

We absolutely guarantee "STARR" Skates unconditionally—if they break, take them back and get a new pair.

Manufactured by the **STARR MANUFACTURING CO., LIMITED** Dartmouth, N.S.

**CLEARING BALANCE OF Ladies' Hats At Half Price, 50 cents, 90 cents, \$1.20 and \$2.00.**

LATEST FALL STYLES.

**Liberal Reduction in Ladies' FURS.**

**Robert Templeton.**

**BOWRING BROTHERS, Limited, Hardware Department.**

**Pantomime Leader and Winner.**

There was a crowded house last night of delighted patrons to see the pantomime now in its third week, and it proves the popularity of both Rossleys and their work when the same entertainment can last so long a time. What vaudeville people or dramatic either, has ever visited St. John's and given the 20th performance without a change, that's how good Rossleys work is.

**MRS. H. HIGGINS** will resume her Dressmaking Classes on Monday and Tuesday, Jan. 11th and 12th, "Sunnyside," Monkstown Road.—Jan 5, 7

The next pantomime, Robin Hood

**Operatic Star**

AT "OUR" THEATRE.

Mr. Vincent Vernon sang last night at Rossley's West End Theatre and came as a surprise to the large crowd, for he has a magnificent voice, and one of the best singers St. John's has heard in years. He sang the old favourite, "Silver Threads Among the Gold," and charmed all present.

One 10 cent bottle of Stafford's Essence of Ginger Wine will make 3 quarts of Ginger Wine.

**TURKEYS for New Year's Day.**

100 Selected Dressed Turkeys. 5 Cases Ply. Rock Chicken.

Fidelity Bacon.	FLASH.
Irish Bacon.	Antiseptic Hand and Hand Cleaner.
Purky Butter.	BULLDOG TEA . . . . 40c. lb.
Irish Butter.	DANNAWALLA TEA . . . 50c. lb.
Holyrood Green Cabbage.	10 per cent. discount off 5 lb. lots.
New York Cabbage.	No advance in price; no alteration in quality.
200 bags P. E. I. Potatoes.	20c. brick.
Finnan Haddies.	SELECTED APPLES—
Klippered Herring.	Wagner, Baldwin, B. Davis.
Fresh Oysters.	20 boxes FLORIDA ORANGES.
Fresh Rabbits.	20 kegs GRAZES.
Mussels in Bottles.	

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