

# REDUCTIONS

LADIES' COATS, at JACKMAN'S.

We have made the following Reductions in our Ladies' Black Coats that are remaining after the season:—

\$2.00 and \$2.10, now.....	\$ 1.60
\$2.35 and \$2.40, now.....	1.80
\$3.00 and \$3.20, now.....	2.40
\$3.50 and \$3.70, now.....	2.80
\$4.50, now.....	3.60
\$5.50, now.....	4.40
\$6.50, now.....	4.70
\$7.50, now.....	6.00
\$8.50, now.....	6.80
\$9.50, now.....	7.60
\$11.00 and \$11.75, now.....	8.70
\$13.00, now.....	10.30
\$14.00, now.....	11.00

1 only Lady's English Dogskin Jacket, size W, length 50 inches, original price, \$65.00, now \$50.00.  
We have also reduced the remains of our Girls' Winter Coats.

Store Open till 9.30 at Night.

**JACKMAN The Tailor,**  
THE MAIL ORDER HOUSE.

## A Visit to Sunny Italy.

Letter From Mr. W. A. Thorburn.

Editor Evening Telegram.

Dear Sir—I am herewith sending you an account written up from my diary of a very nice five weeks trip which I recently made to the Mediterranean, and I hope it will prove of interest to your wide circle of readers. Leaving Buffalo at 10 a.m. on November 11th and arriving at Albany, N.Y., at 4.45 p.m., I changed trains at the latter place for Boston, arriving there at 1 a.m. on Nov. 12th. Spent a very pleasant day in Boston sight-seeing, etc., and saw all the Harvard University buildings, some of which are really magnificent structures. Amongst the other points of interest that one sees are the house where the poet Longfellow lived and where his sister now resides; also the bridge on which the poet stood when the inspiration came to him to write

"I Stood on the Bridge at Midnight."

The Venetian palace of Mrs. Jack Gardner, whose Italian art treasures proved of such interest to the United States customs officers; King's Chapel and burial ground; the house in which Paul Revere lived; the site of the Boston massacre in 1770, and many other historical spots. I left Boston at 10.30 a.m. on Nov. 13th on the good British ship Canopus of the White Star line and perhaps a brief description of this ship may not be out of place. Her length is 578 feet; breadth, 59 feet; depth, 36 feet, and tonnage 13,000. Her average speed is 15 knots per hour, with engines of 16,000 horsepower; that is, two engines of 8,000 h.p. each. She was commanded by Commander J. O. Carter, R.N.R., and her officers were also R.N.R. men. The R.M.S. Canopus is a fine stately boat, and is run on good, old British lines, which are second to none. Arrived at the Azores at 12.49 p.m. on Nov. 15th after a

Fairly Fine Voyage

of six days. Some of the passengers seemed to think it had been very rough, and some of them have been very seasick; but the ship's log only described it as being rough overcast and cloudy. There is quite a difference between rough and very rough, and as I have been on the ocean when it was very rough, I can vouch for the veracity of this statement. As the ship stayed about six hours at the Azores, the passengers had a chance

to land, and nearly all availed themselves of it. Parties were formed, and I with four other jolly spirits landed at St. Michael's during a heavy shower of rain, which dampened our clothes but not our ardour, in boats propelled by long oars in the hands of muscular, dark-skinned natives. Upon landing we hired a cab and saw some of the Azorean sights. I thought the gardens were easily the best thing that we visited, and so did the rest of our party. The streets here are paved with flag stones and are quite narrow, so much so that when it was necessary for our carriage to pass a donkey and cart the latter had to move on to the sidewalk, or rather an apology for a sidewalk, to let us pass. The working classes go mostly barefooted, are very poor and very ignorant, while the upper classes dress in a long, dark costume with a large hood projecting out at the back of the head. The streets are electrically lighted, but street cars are non-existent. In one of several old churches which we visited I thought we would all go through the floor, for it certainly seemed on the verge of a

Complete Collapse.

The caretaker took great pains to convince us, by pantomime, that the floor was perfectly safe but I was dursie (dursie is the Scotch for hard-hearted) enough to have had doubts. A resident told me that the Azores are composed of a group of nine islands. St. Michael's, on approaching, from the deck of the ship presents somewhat the appearance of a checker board and is quite picturesque. While there the R.M.S. "Romanic," also of the White Star line, arrived going the other way so our mail for the United States and other places went by her. Left the Azores at 6.48 p.m. the same day and arrived at Gibraltar at 11.13 a.m. on Nov. 22nd, after a run of three days. Gibraltar, once seen, is a sight never to be forgotten and one can well understand why it is called the key to the Mediterranean. As we approached we had the coast of Africa on our right, and the Spanish coast on our left when passing through the straits. Old "Gib." is absolutely impregnable, and an intense feeling of patriotic pride takes possession of the Briton's bosom as he gazes on the strongly fortified rock and on Great Britain's bulwarks of steel (warships) which re-

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**Does not Color the Hair**  
Composed of Sulphur, Glycerin, Quinine, Sodium Chloride, Capsicum, Sage, Alcohol, Water, Perfume. Ask your dealer his opinion of such a hair preparation.  
J. C. AYER COMPANY, Lowell, Mass.

pose, ready for instant action, beneath its shadow. I landed in Gibraltar, and here one sees Moors and Spaniards galore and, of course, His Majesty's soldiers and sailors. There is a fine market here at which you can purchase meats, fruits and vegetables very reasonably. I bought three pounds of exceptionally large purple grapes at this market for one shilling. Other sights are the parade ground, Alameda cemetery, the post office, Government House, the barracks and officers' quarters, etc. I also saw the naval dockyard which is a very fine one, and in which were three large British warships. Between Gibraltar and Spain there is a strip of neutral ground; on one side of it is stationed a British sentry, and on the other side a Spanish sentry, and they keep

Watch on Each Other

In order that the strictest neutrality be observed. After spending several very pleasant hours on shore and also spending some money for souvenirs, I returned to the ship. Some additional passengers joined us at Gibraltar and we left there at 5.40 p.m., the lights from the town, the signal lights, and the searchlights of the various warships showing up most effectively against the dark background of the towering rock. The moonlight nights in the Mediterranean are perfectly lovely and must be seen to be appreciated; mere words cannot describe them, and it seemed almost a pity to go to one's cosy and comfortable state-room on the saloon deck for the night. I generally retired about 11.30 p.m., and slept soundly, rocked in the cradle of the deep, till 7.30 a.m. There is a good orchestra on this ship which adds to our gaiety and entertainment in a very large measure. It is

Quite a Pretty Sight

to see other ships passing us in the night; they are brilliantly lighted up, and we see quite a number of these, and I suppose our ship looks just as attractive to them. Through the kindness of the purser I had the pleasure of going down through the "Canopies" engine room where the electrician showed me through and also showed me the refrigerating plant in part of which the temperature is 2 below zero. In the engine room are also the dynamo which mechanically produce the electricity used for the ship's lights, fans, belts, etc. I will not enter into any mechanical details about the engines or electrical equipment as this would probably prove irksome except to those who are interested in these subjects, suffice it to say that "your truly" enjoyed this visit to the engine room immensely. I forgot to mention that this ship (as are all good steamers nowadays) is

Fitted With the Wireless,

and messages have been received and sent out from various points. While in the office on board where the receiving and sending mechanism is operated, the Marconi operator, a smart London lad, was good enough to show me the electrical equipment and explain the method of working. On Nov. 24th we were steaming along the blue Mediterranean, and it was quite cold caused by the Frau Montana, or north wind; this wind blows off the ice-covered mountains and, therefore, is keen and penetrating. At 3 p.m. on this day we were passing the Island of Sardinia, where there is a convict settlement of the Italian Government, and on which there are many desperate characters. Approaches of Sardinia: Returning on the S. S. "Berlin," one of the North German Lloyd boats, a passenger said, in all seriousness, that the island was so named because

Sardines Were Canned There.

Seldom have I seen a more ludicrous cosmopolitan crowd of first-class passengers than those returning on the "Berlin," and it is quite interesting and rather amusing to listen to the frequent "brilliant" gems of knowledge which "emigrate" from the "giant" intellects of such a crowd as aforementioned on a big liner. Entirely new, Mr. Editor, it is great fun to sometimes play the small boy act, and ask questions as if one was thirsting for the other person's information; I assure you one hears many startling and wonderful things. However, I am forestalling myself so let us, as the French say, return to our mittens.

(To be continued.)

### CAPE REPORT.

Special to Evening Telegram.

CAPE RACE, To-Day.  
Wind W.S.W. light, weather foggy and rainy. The s.s. Ballaventure passed west at 12.30 p.m. yesterday. Nothing sighted since. Bar. 29.70, ther. 35.

PRISONER FROM GRAND BANK.

—Constable Martin brought a Robert Lock in from Grand Bank by this morning's train. He was found guilty of stealing \$10 from a neighbor and the local magistrate gave him two months.

SOCIABLE LAST NIGHT.—About 150 persons attended the sociable held by the Myrtle Amusement Club in the British Hall last night. During the evening hot suppers were served. Bennett's band furnished the music.

(Daily News Message.)

## Naval Scare.

LONDON, Jan. 6.  
Naval menace still holds the field. Balfour's lead is eagerly followed by every Unionist speaker up and down the country. To-day violent echoes come from Germany, France and Austria. Leading German papers express pain and surprise that a British politician should, for party reasons, become a fire-eater, surpassing the worst anti-German agitators. They warn him of the inflammatory effect on German public opinion, and of most peaceably inclined friends towards England. French view, as expressed by Andre Cheradine, in Petit Journal, is that it is quite useless for Germany to endeavor to slacken British measures of defence by fine words, designed to make German magnates, McKenna, first Lord of the Admiralty, asks how can we reason with rumor "Ashreek." Balfour replies, "Shriek is yours, Asquith's and Grey's. We heard your own speeches in the Commons on March 16th last, but you now, for fear of your Socialist labour allies and peace-at-any-price friends, assure the electorate that they may sleep securely. One night, nine months ago, you solemnly warned us of a grave situation, created by rapid secretive advance of German naval preparations. You told us we must rebuild the whole fleet; yet you provide nothing this year for new Dreadnoughts. You allow Germany's vote for 1909-10 to exceed ours by a million sterling, and abandon the two-power standard."

## Nearly All Rescued.

HALIFAX, N.S., Jan. 6.  
All the missing Canoe fishermen have been rescued but six. The steamers are still searching.

## No Indigestion or Sick Stomach.

Gas, Heartburn, Dyspepsia and all misery in Stomach vanishes.  
Take your sour, out-of-order stomach—or maybe you call it indigestion, Dyspepsia, Gastritis or Catarrh of Stomach; it doesn't matter—take your stomach trouble right with you to your Pharmacist and ask him to give you a 50-cent case of Pape's Diapiesin and let you eat one 22-grain Triangle and see if within five minutes there is left any trace of your former misery. The correct name for your trouble is Food Fermentation—food souring; the Digestive organs become weak; there is lack of gastric juice; your food is only half digested, and you become affected with loss of appetite, pressure and fullness after eating, vomiting, nausea, heartburn, griping in bowels, tenderness in pit of stomach, bad taste in mouth, constipation, pain in limbs, sleeplessness, belching of gas, biliousness, sick headache, nervousness, dizziness or many other similar symptoms.

If your appetite is feeble, and nothing tempts you, or you heave gas or if you feel bloated after eating, or your food lies like a lump of lead on your stomach, you can make up your mind that at the bottom of all this there is but one cause—fermentation of undigested food.

Prove to yourself in five minutes that your stomach is as good as any that there is nothing really wrong. Stop this fermentation and begin eating what you want without fear of discomfort or misery. Almost instant relief is waiting for you. It is merely a matter of how soon you take a little Diapiesin.

## Sale of Work at Burin.

Rev. J. McNamara gratefully acknowledges with sincere thanks the following donations received through Mrs. M. Wadden towards his sale of work held at Burin on the 13th ult.: Rev. Friend, \$2; Hon. J. D. Ryan, \$2; Rev. Friend, \$2; Lady Friend, \$1; Miss B. Dooley, \$1; Mrs. J. Kelly, Gower Street, \$1; Edward Monkler, \$1; P. F. Collins, \$1; M. Aylward, \$1; Matthew Kelly, \$1; Mrs. M. F. Carroll, \$1; Mrs. Allison, \$1; Mrs. Quirk, \$1; Mrs. T. Ebb, \$1; Mrs. Wm. O'Neill, \$1; Lady Friend, box fancy goods; Alfred McNamara, clock; Fred J. Wadden, fruit cake; Mrs. P. Roach, fruit and candy; Mrs. Wm. J. McKay, fancy work; Mrs. P. Kennedy, dry goods; Mrs. Duchesne, fruit dishes; Miss May German, needlework; Mrs. D. J. Green, glassware; Mrs. C. P. Egan, dry goods; Miss Hannaford, fancy goods; Mrs. Tremlett, glassware; W. H. Jackman, dry goods.

Mrs. H. Higgins will resume her Dressmaking Class on Monday, Jan. 10th, at Sunnyside, Monkstown Road, Jan. 7.

INVICTUS  
"DRY SOX"  
TRADE MARK  
SHOE  
SEE THAT "DRY-SOX" IS ON THE SHANK  
KEEP YOUR FEET DRY

We would like to impress upon men whose work compels them to be out in all kind of weather, or men, who from one cause and another object to wearing rubbers, the almost absolute necessity of wearing DRY-SOX-BOOTS.

THEY ARE AS HANDSOME A BOOT AS CAN BE TURNED OUT.

Made of a superior quality of box calf, leather lined throughout, on a last which immediately appeals to men who look for a heavy boot that has some style about it.

**Marshall Brothers.**

## Ministers Denounce A. Balfour's Cry.

Special to Evening Telegram.  
LONDON, Jan. 6.  
Premier Asquith, David Lloyd-George, John Burns and other members of the Government occupied tonight in denouncing A. J. Balfour's alarmist references to the unpreparedness of the navy. Chancellor Lloyd George who received an ovation at Peckham, a London district, described Mr. Balfour's speech as the last resort of a thoroughly desperate man who saw that his cause was lost. Mr. Balfour had indulged in plucking the German eagle's tail feathers, and that twisting had become a discredit to the British name. He said even in America he was sorry to see the leader of a great party and an ex-premier reduced to the extremity of following in the footsteps of the most discredited type of politicians in the United States, and such attack was dangerous to the world's peace and a disgrace to British politics. Great Britain, the Chancellor went on, in her time has feared with almost every country but never with Germany, on the contrary, she had generally had Germany fighting with her. During the past decade Great Britain had built nearly double the number of battleships constructed by Germany, but if the ratio was reversed he would not be afraid, because Great Britain had the men behind the guns, but he added, we will continue to build warships faster than Germany. With reference to the effect of the Budget on trade, the Chancellor took the usual course of prematurely announcing to the meeting the returns of Board of Trade for December. They showed an increase in exports over December, 1908, amounting to twenty-one million nine hundred and forty thousand dollars, the biggest British trade ever known was 1907, and the Chancellor pointed out trade for the last month was better than in December, 1907, by \$5,000,000 and over in exports, and if they took both exports and imports it was better by \$25,000,000. Furthermore the increase in imports was not in manufactured goods but raw material and food. It looked as though the coming year would be the largest British Trade ever experienced from the foundation of the Empire. The Prime Minister speaking at Bath reiterated his statement that so far as equipment and armament were concerned the British navy was in a position of unassailable superiority and the British shores were more completely secured than at any time within memory. He threw ridicule on Mr. Balfour's attempts to engineer a German scare, and suggested that the ex-premier's German friends were pulling his leg.

CHOIR PRACTICE.—The members of Gower Street choir are requested to take their places in the choir gallery at to-night's service in connection with the Week of Prayer, and members of other city choirs are invited to unite with them.

ST. JOHN'S CHORAL AND ORCHESTRAL SOCIETY.—Please take notice that the next full rehearsal will take place on Monday next, at 8 o'clock, instead of Tuesday. Every member is requested to make a great effort to attend.—ad, 11

## Turn on Cook.

Special to Evening Telegram.  
NEW YORK, Jan. 6.  
The Arctic Club of America founded by Dr. Cook and his strong supporters in the North Pole controversy through its Board of Directors have dropped the name of the Brooklyn explorer from the roll of the Club. The action of the directors was unanimous and follows hard on the explorer's summary dismissal from the Council of the Brooklyn Institute of Arts and Sciences two days ago. The crossing of Dr. Cook's name from the membership of the Arctic Club of America, whose former President, Admiral Schley, is Dr. Cook's staunch supporter, strips from the explorer, almost the last vestige of scientific honors, only the degree of Dr. of Philosophy conferred by the University of Copenhagen remaining.

MONEY FOR CAPT. SCOTT.

Special to Evening Telegram.  
LONDON, Jan. 6.  
The Scott expedition in search of the South Pole is assured, the Government having promised to-day one hundred thousand dollars towards the two hundred thousand which is the estimated expense. Heretofore the public subscriptions have hung back as a total only of between fifty five and sixty thousand dollars having been raised, but there will be no difficulty now in procuring the small balance required. The expedition will set forth in July.

HORSE FALLS DEAD.—A horse belonging to W. Churchill, Georgetown, dropped dead on Military Road last evening while drawing a cart. It was taken with colic. The loss is a serious one to the owner, as Mr. Churchill has been confined to his home the past two months through illness.

## John Burns Attacked.

Special to Evening Telegram.  
LONDON, Jan. 6.  
John Burns, President of the Local Government Board, had a smart mix-up with an unidentified man as he was leaving a meeting last night. He was about to enter his motor car when the other sprang upon him from behind and threw him to the ground. There was a lively struggle and exchange of blows until the police came. In the excitement the offender escaped.

Personal.

Capt. Drake, of the s.s. Bruce, arrived in town last night to spend a vacation. He will take the Bruce back to her old route when her repairs at the dock are completed. Constable Furlong, who had been ill, is out again fully recovered. Mr. M. T. Flynn returned to Burin by last evening's train.

Mr. M. F. O'Toole arrived in town from Conception Harbor last night.

Mr. Murray, J.P., returned to Harbor Main last evening.

Mr. C. Alcock is still very ill and his recovery is doubtful.

Capt. J. Ryan, of Spaniard's Bay, is in town.

Mrs. A. Neilsen leaves by Sunday's express for New York to select her spring goods.

CALENDERS.—We beg to thank Messrs. Robinson Export Co. and Angel Engineering & Supply Co. for calendars.

CHINA CUPS and Saucers, Platters, Dishes, etc., Glass Preserve Dishes, Tumblers, Wine Glasses, Decanters, Vases, etc. We are always fully stocked with the above lines. At LARACYS, 345 and 347 Water Street, opposite Post Office.—Jan. 3, 11.

**Eagan's "STAR"**

Is Tea at its Best,  
Tea unequalled for Goodness, Freshness and Fine Flavour.

For five years we have consistently—unswervingly maintained its high standard of quality.

We have put out a good article—we have told the people of its goodness—the people have bought it and have CONTINUED TO BUY IT.

During 1910 the quality will be as good as ever.

**40c. lb.,**  
BLACK OR MIXED.

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## PRESIDENT UNION

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No. 45, with 20 Tools, \$7.20 each

No. 55, with 52 Tools, \$14.40 each

Tonguing, Rabbet, Plow Matching Hand Sanders, etc.

Steel Hand Jacks and Joints

FIRMER & MORTISE CHISELS Rules, Measuring

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MOTOR BOAT

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Indispensable to the

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Place your

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and Sup

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