Belated Train learly a Fortnight From Carbonear-

Trainmen and Labourers Work Incessantly and Suffer Severely.

At 1 a.m. to-day the belated Car-onear train which has been on the

where it rain which has been on the road from Carbonear since Saturday week, the 17th ult., reached Browning's Bridge, west of the railway yard, where ice on the track derailed the engine No. 109 ahead of three cars. The train left Carbonear at 4.15 p.m. on the 17th of February last, the compensation of the worst blizzard of

on the 17th of February last, the commencement of the worst blizzard of the season, with two engines, 109 and 110 and a snow plow and became stuck 2½ miles west of Brigus Junction at 7 p.m. that day in 7 feet of snow which continued to accumulate as the hours went by. All the men possible were collected in the neighbourhood and with the train hands, including Conductor John Kelly, set to work to shovel the track ahead. By Sunday evening, the 18th, the train was shovelled out and track comparatively cleared and a car of coal behind

was shovelled out and track comparatively cleared and a car of coal behind which had become derailed was left when the train started. She got to Brigus Junction that night early and remained all night as another big snow storm raged. The Junction was left Monday morning, the 19th, it being fine and the train got to the top of the 'Cat Hills, two miles east of the Junction, when in running down near Brien's Pond the plow went down

near Brien's Pond the plow went down over a dump 20 feet deep and the train was held up there 2 days while the plow was being jacked up to the irons. Wednesday, the 21st, the train got away from this place at an early hour, reached Avondale during the day, and in running through that

place the 120 men shovelling working night and day, had to

ber out cuts which were from 1 15 feet deep. They left Avondal Thursday morning, the 22nd, with 109 ahead of the train and ahead of all with the plow to clear

iron as she progressed, for the coming on behind. As the er

went ahead at great speed about yards east of Avondale the plow

the track and mounted a bank feet high and forming a complete

feet high and forming a complete arch or bridge across the cut which it was running through. The engine struck the plow, went right through it, and made matchwood of it, the people about later gathering up the wreckage for firewood. The engine (110) was pretty badly damaged also. The pilot was badly smashed, smoke stack knocked off, headlight torn away, the running parts and handrails were damaged, the cylinder cocks smashed and the forepart of the en-

smashed and the forepart of the en-gine went upon part of the plow and rested there with the rear trucks rest-

ing on the snow. The engine was got on the rails Thursday evening and about 120 men continued shovelling between Avondale and Woodford's.

The damaged engine had to t lashed up with chains and wire cabl and the smoke stack stayed up. The got to Woodford's Saturday morning

he 24th inst., and while the hovelled night and day the w me the train remained at Woodfo

time the train remained at woodfolds. Sunday the 25th. That day a terrible blizzard raged, the men could not live in the cuts and had to quit shovelling after suffering great hardship and they had to board the cars in which they were very comfortable and had plenty of fire and grub. Monday, the 26th they show blog blid through

day, the 26th, they shovelled through Brien's cut 14 feet deep, and gangs section men and others cleared troad between Kelligrews and Topsa

and the gang from Avondale with the train hands shovelled between Brien and Kelligrews. The train reacher

ear Branch and were used up from their arduous work. Mailmen Brad-bury and Hickey took the mail on

board from the Horse Shoe to the city

on a horse and slide.

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Linings, Fancy Stripes. Silk Serge, Taffetas.

Evening Telegram

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

FRIDAY, March 1, 1912.

What Contented the Government.

A few days ago, the leader of the Opposition, Sir Robert Bond, asked for the tabling of all correspondence between the Colonial Secretary, the Government, or other department and the Reid Nfld. Company, in reference to the railway service since the be ginning of the year. On Wednesday he was informed orally that the only correspondence which took place was in the Government Engineer's Department, and that it was being copied and would in due course be tabled, ciple of a minimum wage was not Yesterday it was tabled, and to the surprise of those who saw it, it was miners have already laid down their completely unilateral, consisting entirely of letters sent by the Government Engineer to either Mr. W. D. Reid, the President, or to Mr. R. G. Reid, Director. In all there were copies of THIRTY-NINE letters addressed to one of the two gentlemen named from about January 5th to February 21st. Every one of the letters asked for an explanation about Government is hopeful of being able to the first sydney for the train service. We have stated that the correspondence, as tabled, is entirely unilateral, for in what was tabled, tabled there is not a single letter in the correspondence. This work is not a single letter in the correspondence in what was entirely unilateral, for in what was entirely unilateral, for in what was entirely unilateral, for in what was entirely unilateral. The surface of the correspondence is not a single letter in the correspondence in what was entirely unilateral. The surface is not a single letter in the correspondence in what was entirely unilateral.

If so, how is it the Government has priate means the Government can

taken no action in the premises? It seems to us that what the Gov ernment tabled yesterday brings to light a most extraordinary state of affairs as to the relations between the Government and the Contractors. especially in view of the present tie-up on the railway, and what has taken place in regard to railway traffic Minard's Liniment Cures Garget in since the beginning of the year. Is it

the Postmaster General reports mail held up at Brigus Junction? Is i possible that the Government realiz that there has been a tie-up on the Carbonear Brigus line for almost ortnight and for a longer time on the Broad Cove line, and do they consider they are doing their whole duty in the premises by directing the Government, Engineer to write for explanations and by permitting a state of affairs to exist which exist to-day and which is disclosed in part by the Government being able to table only this unilateral correspondence?

Government's Ultimatum.

Special to Evening Telegram.

LONDON, To-Day, The Government has not yet been able to induce all coal owners to sentirely unilateral, for in what was ers see that they are powerless to restabled, there is not a single letter in reply to any one of the whole thirty-nine letters demanding explanations.

What is the meaning of this strange feature of the correspondence tabled. Did the Railway Contractors reply to these thirty-nine letters, and has the Government failed to table their replies? Or is that there are no repoint again Asquitt said the Government.

SUPREME GOURT.

Bradbury vs. Snow. This is an appeal. Hearing is down for to-morrow. McNeily, plaintiff; Higgins, for defendant.

Cows.

AYRE'S **ANGLO-AMERICAN** BAKERY **ESTABLISHED**

Train Notes. The express from Millertown June-

tion was two miles west of Ranten this morning and is following the ro A plow special arrived at Placer tia at 6.20 p.m. yesterday from Pla-centia Junction, and left this forenoon for Brigus Junction. The Bonavista train got into Clar-enville at 6 a.m. to-day. The train was a week getting from Bonavists to this point and had a plow, while gangs of men with shovels cleared

Coastal Boats.

REID NFLD. CO. The Argyle left Burin at 8 p.m yesterday bound inward to Placen

The Home left Grand Bank at p.m. yesterday, bound west.

The Invermore arrived at Ferry

Here and There.

The S. S. Portia left Grand Bank a 10.20 a.m. to-day going west.

HAD TO PUT BACK .- The Inve more, which was harbored at Bay Bulls, put out this morning but had

BRIGHT CHILD DEAD .- Mr. Jac Dooley, cabman, of Logy Bay Road is the recipient of much sympathy in the death of his little boy, a bright lad of 8 years. He and his wife are in deep grief over their loss. SEND ALONG MAILS.-Now that

the Invermore is at Bay Bulls, the public look to the Government to send the mails from that place to the city. The road is all right and there will be no excuse for neglect of this manifest duty.

Kelligrews at 10 p.m. Tuesday, to 27th after a day's strenuous work as got down through Kane's Valley ye terday. Not alone did the men ha to shovel from 10 to 15 feet in t cuts but had to pick with axes ice the depth of 2 feet and over along large section of the track. There was one family of four persons as passengers of the train and they 1866 drove into the city. Conductor, train hands and labourers never had suc

Vessel Signalling coming down the shore saw a schoon-er off Cape Ballard flying signals which appeared to indicate that she required help, as the ice in which she was fast was driving on the shore. It was thought to-day that it might be the Evelyn, Capt. Burke, to Crosthe deep cuts which were filled with bie & Co., now out 50 days from Brazil. It might have been also the Nellie M., which left here a couple of days ago for Brazil. The Invermore has been wired for particulars and it is not unlikely that a sealing steam-er will be despatched to the vessel's

Here and There.

er will be despatched to the vessel's

RETURNED THE CASH. Peter Murphy, while coming from St Patrick's Church Tuesday morning picked up \$25 which Mr. Geo. Bradeen stolen from his pocket, and for which two youngsters were arrested. Mr. Murphy returned the cash and was rewarded with 50 cents.

DOG SLEDS VS. TRAINS. present there are a couple of hundred men at Carbonear awaiting their chance to come to St. John's to go to the sealfishery. Telegraphic communications have reached the city asking as to whether a steamer will be sent for them; also a number the sealers have signified their into tion of coming by dog sleds.

THE DERAILED ENGINE.-Ice Driver Candow and fireman Ernest, jumped clear when the engine went partly on its side up against the bank. A baggage and 2 passenger cars were attached and engine 110 is coming after her with Mr. Connors' relief crew of 200 men. Engine 100 went out from the shops here to-day with blocks, jacks, ropes, etc., to get the derailed engine on the track.

MINARD'S LINIMENT CURES DIPH-THERIA.



Sealers' News!

Pans, Steels, Boats' Kettles. Tea Kettles. 22222222

SPECIAL: Knive and Steel, in Sheath.

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Bumper Trips

Forks, Mugs, Wire Goggles. Belts.

BOSTON Protected Leather Goggles.

Department.

G. River Knives, 20c., 22c., 24c.

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LATE SHIPMEN

Men's, Women's and Children's.

SPECIAL QUALITY.

A. @ S. RODGER.

SHOPKEEPERS.

Increase your profit by handling

Gossage's Soaps. It sells quickly because it gires the Housekeeper such

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The Little Beau'y Night Lamp.



Each Lamp is provided with 21 inches of wick, with ordinary care this will last several years. The Lamps are made of Brass, handsomely nickel plated. They look like an electric light, when lighted. Hang it up when retiring and it will afford a steady light throughout the night For Entires, Doorwas, stail ways, or anywhere and in case of sickness this Lamp will be found of great value.

Price 75c each Post paid 80c.

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Ex "Stephano" To-Day, 50 barrels CABBAGE. And in stock: 30 barrels TURNIPS. 30 cases ONIONS.

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WILLIAM WILSON & SONS, Cable Address "ANNUAIRE LONDON"
25 AbChurch Lane, London E. C.

DIED.

Passed peacefully away this morting, Mrs. Allan Evans, leaving a husband, two children, three sisters am three brothers, to mourn her sad los

three brothers, to mourn her sad loss.
Funeral on Sunday, from her late residence, 31 LeMerchant Road. Friends and relatives will kindly accept this, the only intimation.

Passed peacefully away, on February 29th, at midnight, Mary Ann, beloved wife of Nicholas Walsh. Funeral on Sunday next, at 2.30 p.m., from her late residence, 318 City Terrace.
Friends and relatives will kindly accept this, the only intimation.

Minney Men's SV Men's

Men, you Sealfishery, woul we are offering t

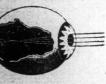
Men's Wo length, heavy ma pair, now 40 ce

Men's NA heavy make, wit cents each.

Men, you cellent value tunity to secu

debate was held in the Methodist Colsubject being "The Durbar-was worth the risk and cost?" The portant position of Chairman was ably filled by Mr. A. Soper. The debate opened with a thoughtful well prepared speech by Mr. J Nichols for the affirmative. He con tended that in spite of the great risks much good to India and the Empire had resulted through the fluence of a personal visit, and that the changing of the capital from Calcutta to Delhi made that city and In dia Delhi-ted. The correction of Lor Curzon's mistake by the re-division Bengal, thereby settling political difficulties, was vividly pol trayed by the artist with two splendid maps drawn on the blackboard and which at one stroke settled the troubles in that province. He was ably supported by Mr. W. H. Peters, who stated that the gift of £333,000 for the improvement of education and the half month's extra pay to civil servants and the army was a big fac tor in making the visit worth the risk. Mr. B. Edgecombe claimed that the new regulation which made it possible for all Indian army officers to win the Victoria Cross was also an

important factor. The negative side opened fire under the leadership of Mr. H. E. Cowan, who in a forceful speech showed that many of the reforms instituted King George could have been carried out with the same effect by telegraph or post, and that the personal presence of the King was not needed; the danger of losing his life through ship- s wreck, tent burning and seditious assassins was altogether too great and | not worth the risk and cost. Mr. Thos. Soper contended that the risk was greatest to the English people, who needed the King's presence at home so as to keep a steady hand on | fi



THE NEARSIGHTED OR MYOPIC EYE, GLASSES NEEDED.

THERE is the telignatic Myopic and Mixed Astigmatism also accountable for a great deal of pai when the relief is so near at hand. G

> R. All kinds of Frames ard Mount