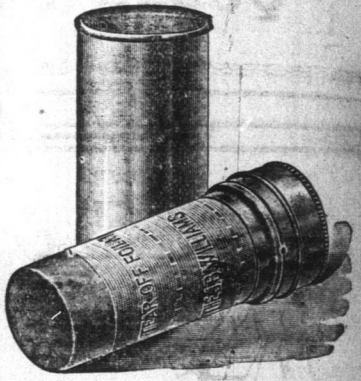


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Dainty Soaps for Dainty Folks.



And Shaving Sticks for Men.



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Men's Suits

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- Men's Suits at
- 25.50; now \$10.00.
- 16.50; now 14.00.
- 19.50; now 16.00.
- 25.50; now 23.00.
- 32.00; now 28.00.
- 39.00; now 34.00.

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erial, well finished, and come

Styles.

lot in Serge only, and at prices

and Gent's Boots and Shoes,

Skirts, Men's Shirts and Pants,

then have a much larger selec-

Clothing Co.,
Street.

Apples.

We have a large shipment of APPLES sent us on consignment, consisting of

'KINGS' 'EMPERORS' 'RIBSTONES'

and other leading brands, and as we are anxious to sell this lot without delay, have decided on cutting them to the core and are prepared to fill your prompt orders for this fruit at very attractive prices.

PHONE 393 WHEN YOU WANT APPLES.

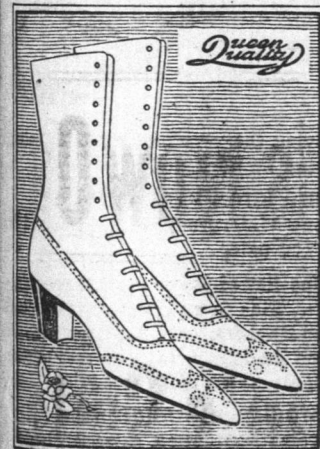
F. McNAMARA QUEEN STREET.



FOR EVERY DAY WEAR and Sunday Too

For all purposes and all occasions you will find shoes in this store. We can fit you with shoes that you will be proud to wear any day.

The Biltmore "Blucher."



In Mahogany Calf, Blucher. A walking boot or street style, par excellence, with welt sole and military heel, perforated vamp. Line of pleasing design. In Plack also.

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Do you want us to invest your funds, insure your life or protect your property? We can do either of the above or all three and guarantee you satisfaction. All details for the asking.

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Insurance and Investment Specialists, City Chambers, St. John's.
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Board of Trade Building.

Years in the public service
The - Evening Telegram

Railway Enquiry.

(Continued.)

Arthur Taylor sworn and examined by Mr. News, B.L.—I was baggageman on the express train which was wrecked west of Curling on September 24th last. I went right through from St. John's on her. We had no mishaps on the way but we were delayed at Topsail for several hours. This was caused by a run-off west of Topsail. An express train coming east had some cars off the track but I don't know how many. There was no other delay that I know of. This accident happened on the afternoon of Tuesday, the 24th of September about two miles west of Petrie's. I was in the baggage car at the time of the accident. Before the cars left the rails I had no warning of the run-off. I felt no bumping or jolting of the train. At the time of the run-off I was sitting down. The first notice I had of anything wrong, I felt a lurching of the cars, and I thought it must have been the second class car. I felt sure that something was wrong with the train and I jumped up to pull the emergency cord, but brakeman Rossiter pulled the cord ahead of me. If then opened the upper side door of the baggage car and we were going around the curve to the right. The upper side door is on the left hand side going west. The door was jammed and it took me some little time to open it. When I opened it and looked out I saw the second class car and the dining car had left the embankment, but I saw the first class car and she was just tipping over and bringing the two sleepers with her. When I was looking out the side door the engine and baggage car were stopped. They were where we were when I jumped up to pull the cord. Rossiter looked out the end door. At the time the train was going slow up grade. I was not paying any attention to the speed. As baggageman my duty is to look after all baggage and parcels in the car. It is not my duty to go through the train. I never go beyond the dining car. I have nothing to do with the railroading business beyond my duty as a baggageman. I then went to the second class car which was then at the bottom of the dump turned over on its side. I helped to get the passengers up through the windows. After we got what we thought was all the passengers that were in the car, I went to the first class car to assist them there, when Brakeman Rossiter called me to the second class car again and we lifted out Mr. Winsor who was an injured passenger in the second class car. We then brought Mr. Winsor to a house close by where other passengers were, and we left him there. We then went to the second class car again and opened three or four berths that had been closed up, and we saw if there were any one in them. The berths were all empty except in one or two of them we found coats belonging to soldiers who were passengers. I know nothing about the destruction or make up of these berths in the second class car. I found it hard to open the berths in the position the car was then lying down. I went back to the baggage car then and stayed there for a while to watch the contents of the car. I helped the brakeman to bring 'jacks' from the baggage car to the sleeping car to jack up the car; we got the body of Miss O'Neil from under it. I then went back to the baggage car and remained there all night. I made no examination of the track to ascertain the cause of the accident. I never heard since the cause. I don't know now which car left the rails first. I have been baggageman for three years but I have no knowledge of railroad work beyond that. That is the first run-off happened me this year. I was working with the Reid all this year on the train. Mr. Higgins did not cross-examine.

The Beverley Enquiry.

The enquiry in connection with the loss of the Beverley was continued yesterday afternoon, Deputy Minister of Justice Summers presiding. The first witness called was Mr. John Duff, who gave evidence as to the purchase by him of the upper houses of the ship which he had had removed to his property near Waterford Bridge. Mr. John Angel, dock foreman with the Reid Nfd. Co. testified as to the repairs which had been done to the Beverley while she was in dock. Mr. McLachlan, Government Boiler Inspector gave evidence that he had examined the boilers of the ship on several occasions, that the repairs he had considered necessary had been carried out and that he had found both boilers and engine in first class condition when she was ready to leave for Harbor Grace after coming off dock. In reply to a question by Mr. Hunt he stated he had received no remuneration or gifts from any person. Hon. R. K. Bishop, testified that he was President of the Beverley Steamship Co. but that he had taken no personal part in the purchase or sale of the steamer. At 5:30 p.m. adjournment was taken till 3 o'clock Monday afternoon.

MILNARD'S LIMENT USED BY PHYSICIANS.

REDUCED PRICES



LADIES' FUR TRIMMED and PLAIN CLOTH COATS.

MATERIALS: Wool Velours, Pompadour Cloths, Reindeer Cloths and Burella.

COLORS: TOUPE, GREEN, BURGUNDY, NAVY, and BLACK.

They are all New York Coats, attaining very highest Standard of Quality and good Fashion; made by a maker of high repute.

Every detail in the making, the finishing, the tailoring is excellently executed. YOUR CHOICE of the several styles at following reduced prices.

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|-----------------|---------|---|-----------------|---------|
| \$45.00 for - - | \$39.80 | ↘ | \$68.00 for - - | \$59.80 |
| 62.00 for - - | 55.40 | ↘ | 70.00 for - - | 62.90 |
| 65.00 for - - | 56.90 | ↘ | 73.00 for - - | 64.90 |



Torturing Belgians.

A horrible case was that of a Belgian named De La Place and his three companions condemned to be shot after half an hour's trial. At dawn they were led out to the courtyard of the Lancer's Barracks, where the execution took place, and were fastened to posts opposite which a firing squad was ready. Just as the last knot was being tied an officer entered the courtyard, crying: "Admiral's orders. Your appeal has been heard." And all four were taken back to prison. Incredible as it may seem, this hideous farce was repeated a week later, with a similar result at the last moment. Then, after another fortnight's imprisonment, during which the Belgians continued protesting their innocence of all charges against them, they faced a firing squad for the third time, and the death sentence was carried out. One of them named Gloovers had become a raving maniac, since the second application of torture, but the Germans knew no mercy. Soldiers bore him out and fastened him to the execution post with the others. The court made no attempt to discriminate in espionage cases. An ex-merchant skipper who was arrested with four others made full confession of his own guilt in the hope of saving the lives of his comrades who were in no wise implicated and wholly innoc-

ent. The sacrifice was in vain. All were pitilessly shot. The skipper's turn came last. He refused to be bound or to have his eyes bandaged. Standing with folded arms, he looked the firing squad in the face and cried, "You have killed innocent men. I alone am—a volley cut short his words." The inhabitants state that they always knew when executions took place because it was the invariable custom to have a band playing in the square outside the barracks to drown the sound of the shots. As throughout the invaded territory, minor punishments were literally rained on the people. One English woman, Mrs. Grant Dalton, was actually fined 300 marks or a week's imprisonment for "wearing an anti-German expression in the official business," the very words of the condemnation notice, which her husband showed me, although she had not uttered a single word or made the slightest gesture. The corruptions of the Germans surpassed their cruelty, especially during the last six months. "We all know there'll be no jobs in Germany after the war, so we will make hay while the sun shines," said one Sergeant in impudent explanation of his share in a big smuggling operation. Nearly all the frontier guards, officers and privates alike, made fortunes, among which a hundred thousand marks was the lowest figure. "This is the business firm of Wil-

Here and There.

helm & Co., Unter den Linden," said an officer of the supply department, who unashamedly sold anything the Belgians cared to pay for from the stores under his charge.—N. Y. Times.

Flash Disinfectant
Will kill the germs and prevent you from getting Spanish Influenza. Use freely in the homes, offices, stores and aboard ships.

We can supply the demand. An ounce of prevention is worth a pound of cure.

Steer Bros.,
M. J. O'Brien,
W. E. Kearns,
T. McMurdo & Co.,
Kavanagh's Drug Store,
Royal Stores, Ltd.,
T. J. Edens,
will be very glad to fill your mail orders promptly.

J. B. ORR CO., LTD.,
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Importers.

JURORS SUMMONED.—Four jurors who had absented themselves from court on Thursday, were summoned yesterday to show cause. Two produced certificates of illness, one proved absences from town, and the fourth, who claimed illness has to produce a certificate to that effect.

WARRANTS ISSUED.—Warrants for the arrest of some stokers who had refused to sail on their ship, were issued yesterday.

UNIQUE PRICES.—Salted beef was higher in price on the local market yesterday than that of pork, the difference being from 3 to 4 dollars per barrel.

When you want Steaks, Chops, Cutlets and Collops, try ELLIS'.

When you want Sausages, why—get ELLIS'; they're the best.

PASSENGERS FOR SAGONA.—Passengers leaving by Monday Morning's train will connect with the S. S. Sagona at Piacenta for points on the South Coast.

THE NEW FRENCH REMEDY, THERAPION No. 1 THERAPION No. 2 THERAPION No. 3
No. 1 for Bladder Catarrh, No. 2 for Stomach & Bowel Disorders, No. 3 for Urinary Disorders. SOLD BY LEADING CHEMISTS, PHARMACIANS, DRUGGISTS AND GROCERS THROUGHOUT THE WORLD. SEE TRADE MARKS WORD "THERAPION" IN OUR BOTTLES. TRADE MARKS APPLIED TO OUR BOTTLES.

A handy slicer comes which will cut waferlike slices from apples, potatoes and other vegetables, or thick slices for frying whenever desired.