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and getting colds you allow lowered. You can take cold not wearing Good Warm wearing Good Warm Hosiery weather the dampness and your feet.

Wool is Better than Cure!

PROTECT YOUR FEET!
We have large stocks of hosiery for Men, Women and Boys for Men, Women, Boys and

and a hosiery for everybody. Protection for your feet during this season afforded through our large

Canadian Hosiery and Shoes.

All the above goods are the best in many cases than elsewhere.

of the largest stocks of Hosiery in St. John's, and our sales are in many cases under the

Thrifty Woolen Wear BY BLAIR.

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Clothier, St. John's, Nfld.
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To be in fashion you should wear a

WARNER'S CORSET.
A comfortable fitting Corset, a fashionable shaping Corset, and a Corset guaranteed to wear without rusting, breaking or tearing.

When you discard a WARNER'S it is because you wish a New WARNER'S.

Price: \$2.30 pair up.

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Sole Agents for Newfoundland

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Now offering to the Trade and Outport Dealers the following

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POUND PERCALES	SHIRTS
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The First Principle of Modern Business is SERVICE.

That is where we shine.

Good Goods well made, moderately priced, and honest effort made to deliver on time. Expert accounting and satisfactory settlements of all claims.

The biggest clothing manufacturing organization in Newfoundland backs up its claim for Superior Service.

WHOLESALE ONLY.

Newfoundland Clothing Co., Ltd.

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WEDDING RINGS

The sentiment represented by THE WEDDING RING suggests the selection of an article guaranteed to be Finest Gold, good colour, and made with great care—a ring to be found at—

T. J. DULEY & CO.,

Reliable Jewelers, St. John's.

Forty Years in the Public Service—The Evening Telegram

Judicial Inquiry in Railway Accident.

The enquiry in connection with the recent railway accident, began at 3.30 yesterday afternoon before Judge Morris. Deputy Minister of Justice Summers and Mr. F. A. Mews, B.L., represented the Government, and Mr. W. J. Higgins, K.C., the Reid Mtd. Company. Mr. E. J. Hoskins, of the Reid Mtd. Company was also present.

The first witness was Conductor George Noseworthy, who was in charge of the train at the time and who after describing the make-up of the train, the personnel of the crew, etc., the run to Humbermouth which was without particular incident, was examined by Mr. Mews, and testified as follows:

We arrived at Humbermouth at 3.35 p.m. Tuesday, the 24th, 5 hours, 20 minutes late. We left there at 3.40 after changing engines; No. 124 engine came on. Engineer F. Power, from Bishop's Falls we had engine 111, Engineer Pear. We picked up 20 minutes between Millertown Junction and Humbermouth, stopped at Corner Brook about 3.43 and went on to Curling. Nothing happened on the way. The accident happened after we left Curling. We left there between 4 and 4.05 p.m. Tuesday. About 3 miles west of Curling the second class car left the track. It is up grade after leaving Curling going west. The grade is about 2 1/2 per cent. We were going 10 or 12 miles per hour. I was standing in the smoking room of the first class car, two cars behind the second class. The first intimation I had of the car leaving the track was the jar. I opened the door and went out. The car I was standing on was tipping to the right hand side and I jumped. Where the second class car went off was a dump. The track was curved to the right. The ground was practically level except just where the 2nd class car went off. Five cars left the rails and turned over, the 2nd class car uncoupling. The others fell close to the track. The engine, tender and baggage car held the track. Only one went down the embankment.

The west end of the dining car went partly over the dump. The second class car went down about forty or forty-five feet, sliding on her side. From the time of leaving the track the car ran about 50 or 60 feet before tipping over. The leading truck of the second class came off the track on the high or left hand side and the engine pulling up the hill very slowly pulled the car off its track causing the truck to get back under the centre of the car clear of its bearings. The car tipped on the leading end and uncoupled from the baggage car. The truck remained in the centre of the road bed. When the second class car was going down first she brought the dining car about 15 feet off the track and then uncoupled. The rear end of the dining car did not uncouple nor any of the other cars. The dining car tipped and brought the others flat on their side close to the track. The car is connected to the truck by a king pin. I saw the car after the accident but didn't examine it. I don't know what caused the accident but the car went off and fell on its right side on the lower side of the curve. There were about 25 passengers in the second class car. Three or four were injured, one man, Mr. Winsor, being rather seriously hurt. There were about 55 passengers all together on the train 23 were hurt and Miss O'Neill killed.

(List of passengers here put in) Miss O'Neill was on the rear sleeping car, upper 5 berth. At the time of the accident she was standing on the platform between the two sleepers, but under the Trinity car her body was found. I'm not aware of any other passengers being on the platform with her. Between the cars was a brass railing 3 1/2 feet high. The cars went over very easy. Miss O'Neill might have attempted to jump off and got caught under the car. The shock was hardly sufficient to throw her off. She may have lost her balance when the car tipped and fell off. After jumping off I ran and got over the roof of the first class car and in through the window. There were broken glass and the people sitting around. None of them were lying down. Some of the passengers helped in getting the others out through the windows. All were taken out that way. When I got to the 2nd class car the passengers were out. The engineer, fireman and others were

rendering assistance. Some of them were taken through the end door which opened easily. While in the first class car I heard Miss O'Neill was dead. I immediately went to see and found that she was jammed under the car on her left side. Her right hand and legs were outside the car. We jacked up the car and removed the body to a caboose on the special train from Curling. Right after the accident I got the baggage man to tap the wires and report to headquarters saying "train over dump west of Mount Moriah; one passenger killed and several injured. Send special train, doctor and cars with relief." Got reply at once, "Doctor, cars and men leaving Humbermouth." These arrived shortly after. All the injured had been brought to a house close by and we did all possible till the doctor arrived. The special train with help arrived in about an hour. Only two passengers had to be carried to the house. The others walked. After the doctor attended the injured they were taken to Curling and Petrie's Crossing where the Company had provided everything for them. They were all down by 7 o'clock. I waited at Humbermouth till next morning and then went west as a passenger. The track was cleared during the night under direction of Mr. Jos. Keefe. At 9.30 the express left for Port aux Basques with the passengers except the injured. We got through all right.

At 6.30 p.m. the enquiry adjourned till a date to be decided later.

"How to Dodge Flu."

1. Walk to work if possible.
2. Make full use of all available sunshine.
3. Wash your hands before eating.
4. Do not use a common towel. It spreads disease.
5. Avoid the person who coughs or sneezes.
6. Should you cough or sneeze, cover nose and mouth with a handkerchief.
7. Keep away from houses where there are cases of influenza.
8. Keep out of crowded places. Walk in the open air rather than go to crowded places of amusement.
9. Sleep is necessary for well-being. Get enough to rest you thoroughly. Keep your bedroom window open.
10. Avoid draughts and chilling. Try not to become overheated.
11. Should you get wet change to dry clothing at earliest opportunity.
12. If sick, no matter how slightly, see a physician.
13. Should you have influenza, stay in bed until your doctor says you can safely get up.
14. Paste this in your hat.

Epidemic "Flu."

The Executive Council met the Committee appointed by the doctors yesterday morning, and made arrangements for the hospital accommodation of the influenza patients. The Seaman's Home was taken over and with the co-operation of Dr. Grievie and Jones things were speedily put in shape, so that by the afternoon Dr. Campbell had half a dozen seamen removed from the ships in the harbor and comfortably housed under the care of a trained nurse. The prompt action of the Executive is a matter of great satisfaction to the doctors. Half the anxiety regarding the epidemic is removed when comfortable accommodation has been provided, and the ships can be disinfected and allowed to continue their voyage after the sick ones have been landed. Reports are coming in from all parts of the Dominion, and it is evident that a wide-spread epidemic has come upon us very suddenly. One death is reported from New Melbourn, these deaths have occurred at Exploits, and one at Fortune Harbor.

Reckless Driving

We are informed that last night between the hours of seven and eight o'clock a motor car at top speed came down Church Hill and turned the corner partly on the sidewalk. Another car going Adelaide and Middle Street way went between the electric light pole and the curb. The numbers of both these cars were taken and a recurrence of such reckless and careless driving on the part of the drivers of these cars will end in their numbers being given to the police authorities.

Royal Nfld. Regiment

Furnishes Guard of Honour.
The Duke of Connaught was presented with the freedom of the City of Winchester on Friday of last week. In recognition of his distinguished service to the Empire and his association with Winchester as Commander-in-Chief of the Rifle Brigade, and in commemoration of his completion of 50 years of military service. The guard of honour was furnished by the Royal Nfld. Regiment—Canada.

Ovaltine.

A concentrated extraction from Malt, Milk and Eggs, flavoured with Cocoa. An ideal beverage. A complete food.

Postum Cereal

Made entirely of Wheat and a small portion of Molasses.

Instant Postum

This is the regular Postum in a concentrated form, nothing added.

Pure OLIVE OIL

White Pine and Tar—Linseed, Licorice and Chlorodyne.
Linseed and Turpentine.

Bronchial Syrup—White Pine with Eucalyptol and Honey for Coughs, Colds, LaGrippe, Bronchitis, etc.

Paine's Celery Compound.

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You are cordially invited to inspect our Display of Original and Exclusive

MILLINERY MODELS,

New Importations from America.

Our Motto:

Always
Your
Moneys
Worth.

We offer you the largest possible assortment of SHAPES, COLORS & Originality of Trimming in a complete variety of the season's most popular weaves. Our Show-rooms are always an exhibition of the newest in HEADWEAR.
Inspect our stocks.

Our Motto:

Always
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Moneys
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S. MILLEY.

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We have just received our shipment of

GRINDING STONES,

which we are selling at our usual low prices.

P.S.—Send for Wholesale Price.

Martin-Royal Stores Hardware Co.

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