



Our Blouses and Waists

are well worth inspection.
A large variety in White
and Cream, Black and Silk,
and Crepe de Chine; all this
season's importation.

A STRIKING EXHIBIT OF SWISS EMBROIDERED EDGINGS AND EMBROIDERED FLOUNCINGS.

We have just opened some very dainty and attractive lots of these ever useful lines. These goods are sure to be full of fascinating interest to every lady in this vicinity. We have also opened a limited quantity of

LACE YOKES AND LACE COLLARS.

An unusually fortunate purchase enables us to mark these at considerably less than our usual fair prices.



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Marine Disasters' Fund.

Already acknowledged	\$245,145.01
Staff Captain Cave, for Sal-	
vation Army collection	
(additional) (\$60.58) viz.:	
Black Island	4.00
Comfort Cove	2.00
Horwood	3.00
Doting Cove	4.38
Garnish	6.00
Jackson's Cove	19.00
Pilley's Island	8.20
Rocky Harbor	1.50
Brighton	5.00
Triton	8.00
Marine Engineers' Association,	
as per subjoined list	46.00
C. E. Mission, Burin, as per	
subjoined list	92.00
	\$245,344.69

June 22nd.

R. WATSON,
Hon. Treasurer

Marine Engineers' Association, per T.

J. Buckingham, Sec.-Treas., (\$46.00)

as follows:—

\$5—Jas. McFarlane, Alex. Rowe, T.

Lumsden.

\$1—John McFarlane.

\$2.50—John Skinner, Fred Skinner.

\$2—Alex. McKinley, J. Buckingham.

\$1.50—Thomas Crossman, Eric Col-

lier.

\$1—Geo. Hansford, R. Pike, Chas.

Lewis, Alex. Lamb, Wm. Squire, C.

Daniel, Fred De Vallian, Robert Oke, F.

Butler, John Pollock, A. Buckingham.

Thos. Buckingham, James Coffey, C.

Buddister, John Cunningham, Jr.

C. E. Mission, Burin, per Rev. Andrew

T. Tulk (\$98.10) as follows:—

Holy Trinity Church, Burin, per Geo.

A. Bartlett and Frank Le Feuvre.

Church Wardens, (\$60.15) viz.:

\$10—Le Feuvre Bros.

\$5—William Paul, G. A. Bartlett.

\$2—Albert E. Noel, Mrs. William

Paul.

\$1.50—H. Wakely.

\$1.50—Ernest Pike.

\$1—Julius Jorgensen, William

Brushett, Geo. Martin, Carl Jorgensen,

Mrs. Reuben Williams, Reuben

Williams, John Anderson, Hubert

Clarke, Henry Clarke, sr., Gilbert Parker,

George Ross, Mrs. George Ross,

Charles R. Ross, George Anderson,

Henrietta A. J. Paul, Reginald J. Paul,

J. P. Winter, Mrs. G. A. Bartlett, Mr.

and Mrs. Wm. Keynes.

50 cents—Geo. Riggs, Simeon Man-

ning, William Day, William Mayo, F.

Bartlett, Mrs. E. M. Burgess, Mrs. W.

McDougall, Miss Ida Ross, Miss Vic-

toria Ross, Miss Maud Ross, Ethel

Bartlett, Owen Butler, Mrs. Wm. But-

ler, Chas. Farwell, Thomas Brinton,

Mrs. David Appleby, Mrs. Thomas Far-

well, Mrs. Brushett, Mrs. Philip Bren-

ton, Joseph Keynes, Mrs. Jane Far-

well.

30 cents—Mrs. Jos. Day, Mrs. John

Brenton.

25 cents—Fred Williams, David

Symes, John Parsons, Miss Mary Ross,

Miss Lil Ross, Willie Ross, Thomas

Rosa, Mrs. Thomas Brinton, Charles

Mark.

20 cents—Geo. R. Bartlett, Ray Bar-

rett, Mrs. James Saunders, Mrs. Frank

Brushett, Mrs. Dalton.

St. Andrew's Church, Port au Bras,

per J. Cheeseman and Geo. Bennett,

Churchwardens (\$18.70) viz.:

\$5—A. and E. Bennett, L. Cheese-

man, Anonymous.

\$1—Wm. Martin.

50 cents—Mrs. H. Dibbin, James

Dibbin, Miss Alice Cheeseman.

30 cents—Wm. Hodder, Mrs. John

Bennett, Wm. H. Clark, J. B. Miss E.

Cheeseman.

10 cents—J. H. Abbott, Mrs. H. Bren-

ton.

St. Martin's Church, Rock Harbour,

per Gabriel Brown and Edward

Withers, Churchwardens (\$14.25) viz.:

\$1—Henry Brown, sr., Henry Brown,

Jr., John Hodder, W. Kean.

70 cents—Jas. Brown.

50c—Gabriel Brown, Henry Brown,

of Chas. Ernest Brown, Wm. Withers,

Edward Withers, James Withers, sr.,

Nicholas Withers, Stephen Hooper, J.

Hodger, Chas. R. Hodder, John T. Hod-

der, George Hooper, James Hodder, of

Geo. Eli Dowden, John Hooper.

25 cents—Chas. Hooper, Jas. With-

ers, Jr., Jas. Hodder.

20 cents—Richard Hodder, Jas. R.

Hodder, James Hodder, of John, Chas.

Hodder, Wm. Dowden, Joseph Hodder,

10 cents—John Hooper, of Stephen.

MINARD'S LINIMENT CURES DIPH-

THERIA.

BY CABLE

Special to Evening Telegram.

QUEBEC, June 21.

The announcement by Jacob Saxe,

third officer of the collier Storstad,

that though he knew it was wrong

to change a ship's course in the fog,

without orders, yet he put the helm

of the vessel hard astern just before

the collision with the Empress, roused

intense interest in Saturday morn-

ing's session. Saxe following his

surprising statement by saying he

did not think that his action had

caused the collision, and explained

that the helm was put hard astern by

him to try and offset the effects of

the current on his vessel. He also

contended that the ship did not

change her course, because she had

lost steerage way, and he put the

wheel hard astern, when the order

of the first mate to port the helm a lit-

tle had no effect. Saxe's statement

drew a number of searching questions

from Lord Jersey, and Aspinwall, K.

C., while Haight, of New York, act-

ing for the Storstad's owners, im-

mediately they had finished their

probe, jumped up and got a clear cut

explanation from the witness.

Ludwig Fienmerrild, the lookout,

said that when the ships came to-

gether he was standing on the fore-

castle watching, when the Empress

suddenly in the fog about a

ship's length ahead. She was cross-

ing the bow of the collier. He stuck

to his post until he saw the vessels

about 10 feet apart, when he ran

back from the bow to the hatch. The

first he saw of the passing ship was

when the masthead lights were dis-

cerned; then the red light was seen

on the port bow. That was in eight

for five or six minutes. He thought

it was still showing when the fog

dropped, and shut in the liner. His

next glimpse of the vessel was when

she came out of the fog across the

head of the collier with lights shini-

ng through the casing port holes. At

4 a.m. after the smash he picked up

cabin plate No. 328 on the deck of the

Storstad. This was about four feet

from the stern almost half way be-

tween port and starboard. The plate

was filed as an exhibit, because it

served to prove that the ships came

together near the forward funnel of

the Empress. From the big ship he

heard three blasts. The first was a

long one, then came two or three

short blasts, and the third time three

long blasts. As far as the Storstad

was concerned, he could give no in-

formation about the whistles.

LONDON, June 21.

Although for the first time Premier

Asquith yesterday received a deputa-

tion urging "votes for women," he

flatly refused to accede to their de-

mands that he introduce a suffrage

bill into Parliament. Mr. Asquith

promised the east end women, how-

ever, that he would confer with Home

Secretary McKenna as to their re-

quest for the unconditional release

of Sylvia Pankhurst and Mrs. Walker.

He also promised careful considera-

tion of the claims made by the women

that forcible feeding was brutally

practiced.

LEITHBRIDGE, June 21.

Latest news from Hillcrest, says

that all rescue work has been aban-

doned, owing to an outbreak of fire

in shaft No. 1. Some sixty bodies

have so far been recovered. It has

been ascertained that 219 were in the

mine at the time of the explosion.

Fifty of those went into north work-

ing mine, which is divided into two

parts. Of this number forty came out

alive. The force of the explosion

was in the south workings, where

over one hundred are still entombed

through a cave in. Hope of their be-

ing alive is given up. The shock of

the explosion was so severe that both

the north and south entrances, two

miles away from the occurrence to-

gether with the roof of the engine

house outside the south entrance

were shattered.

LONDON, June 21.

It is feared that seven lives were

lost in Thursday's Highland Railway

Disaster, near Afton, caused by

the collapse of a bridge over a moun-

tain stream. A report that Sir Oliver

Lodge was among the victims, was

happily untrue.

LIEGE, Belgium, June 21.

Two hundred miners were entombed

in Vicelle Muisbeye colliery near

here, when fire broke out in the

mine. The men were all rescued af-

ter a hard fight by the fire brigade

and rescuing party.

ST. LOUIS, Missouri, June 21.

The river steamer Majestic, the

largest excursion steamer on the

Mississippi struck the cribbing of the

water works tower near here early

to-day, and sunk in ten minutes. Of

49 persons on board at the time, 24

have not been accounted for, and it

is feared that they were drowned.

All on board were members of the

crew or of the boat band.

PARIS, June 21.

There was a unique funeral yester-

day of a chauffeur named Clouet,

who was killed when his taxi was

engulfed in the subsidence of St.

Augustin. There were 3,000 in the

cortege. They followed each other

in a close line, and refused to allow

any other traffic to break through.

This resulted in paralyzing the traf-

fic for two hours.

VIENNA, June 21.

Nine men lost their lives to-day

when a mimic war in the air sudden-

ly turned into a tragedy by the ac-

cidental ripping of the airship by a bi-

plane, while both were flying at a

great height during the Austrian

army manoeuvres. Both craft were

destroyed and their occupants, nine

military and naval officers and non-