

GEO. KNOWLING. BABY CARRIAGES.

New Patterns

GO-CARTS.

Collapsible
Go-Carts
without Hood



Folding Go-Carts

GO-CARTS.

Collapsible
Go-Carts
with Hood.

Pullman Runabouts, with Steel Rubber Tire Wheels.
Pullman Runabouts, with Artillery Rubber Tire Wheels.
English Pattern Carriages. PULLMAN CHAISES.

GEO. KNOWLING

ap16,51f

Evening Telegram

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

FRIDAY, April 16th, 1915.

Important Debates.

The sitting of the House of Assembly to-day promises to be interesting. There are three bills in committee which should evoke much discussion. There is the Bill which provides for the establishment of a Board to fix the price of damp Labrador fish sold on the coast, under agreements in which no fixed price is named. Mr. Kent, Leader of the Opposition, commented yesterday on a strange feature in the relations of the Government and the Legislature of the Colony, that the latter had occupied the attention of the Government and the Legislature by such a small extent. That feature was the recommendation by the Dominions' Commission which reported recently. The price of Labrador sloop is a matter which affects largely all the settlements of the colony. The bill deals with a matter which has been a live question for many a generation. The Logging Bill evoked much discussion, and although some of the most controversial matters have been eliminated, it should elicit expression of opinion as it affects a very large body of men who should be encouraged to go in the woods in the winter and stay there for the logging season. The Local Affairs bill is a measure which revives interest in a bill passed 17 years ago, which has largely lain dormant. There can be no doubt of the desire of the outports for a workable elective measure, but the difficulties are very great, owing to the meagre population of many settlements and the areas over which these scattered populations are scattered. A full discussion of these difficulties should enable the Legislature to draft some scheme, workable at least so far as the larger settlements are concerned. The interest in all these measures is dwarfed at least temporarily in the interest aroused in Mr. Hickman's motion to elicit an expression of opinion as to the desirability and feasibility of prohibiting by statute the importation or manufacture and sale of alcoholic beverages. The issue to be raised is the most drastic that has yet been placed before the Legislature, and will arouse strong expressions of opinion. The most important of all will be the attitude of the Government, as they will have to look at it not only from the larger standpoint of securing advantage to the country, but of the immediate effect on the revenue, and the means at their disposal to recoup themselves from a prospective immediate loss. Should the affirmative be carried, the Government will have to take charge of the measure, as it will have such a material effect on the revenue.

FROM CAPE RACE.

Special to Evening Telegram.
CAPE RACE, To-day.
Wind E.N.E. light; dense fog still continues; nothing heard passing to-day. Bar, 29.85; temp, 36.

If there is one thing that is necessary to make

motoring a pleasure it is a good

light. We have the

PREST-O-LITE.

Acknowledged by all to be the best.

GEO. M. BARR

Sealing News.

Capt. Ed. Bishop, S. S. Eagle.
"Total on board to-day 8,500; all pans on board; 'Ventures in sight.'"
BISHOP.

Capt. Wm. Bartlett, Jr., S. S. Viking.
"N. W. Dryan Island, thick fog; Diana 10 miles N.; nothing new to report."
VIKING.

McMurdo's Store News.

FRIDAY, April 16, '15.
The "Milk Shake" idea is simply this—that it provides sufficient nutriment and stimulus to carry you along to the next meal without destroying the appetite, upsetting the digestive organs, or causing any reaction or affecting the nerves. You may have an egg with it if you wish, and there are a number of popular flavors. Price (Malted Milk Shake), 10c.; with Egg, 15c. each.
The Ever Ready Safety Razor (improved type) is superior to the older model—they are always in the way of making improvements—and gives you distinctly more in service for your money. You can also obtain extra blades, so one of these Razors will last for years. Price \$1.00 complete with 12 blades.

Obituary.

MR. FRANK COADY.
We regretfully chronicle to-day the death of Mr. Frank Coady, which occurred at his residence last midnight, after a long illness. Deceased worked at the shoemaking trade up to a few years ago when he was appointed Caretaker of the General Post Office, which position he held up to the time of his death. Several months ago Mr. Coady was obliged to give up work, being stricken with an internal malady, and up to a short time before death was a great sufferer. A widow, three sons and one daughter are left to mourn a devoted husband and a kind father, to whom much sympathy is expressed, and in which the Telegram joins.

Economy

GAS COKE yields 44 per cent of radiant heat, whereas coal gives only 19 per cent under the same conditions.
GAS COKE is clean to handle.
GAS COKE is smokeless.
GAS COKE gives a clear red glow.
GAS COKE lasts longer than coal.
Light the fire with paper and sticks and a little coal. When once burning make it up with Coke, the cheapest solid fuel.
For a limited time only, the St. John's Gas Light Company will deliver in any part of the town at \$4.50 per ton, or \$3.25 per half ton.

LOCAL ARRIVES.—The local from Carbonear, arrived in the city at 12.45 p.m. to-day.

LATEST

From the Front.

10.00 A.M.

DUTCH STEAMER TORPEDOED.

LONDON, To-day.
The Netherlands steamer Katwyk from Rotterdam, was torpedoed yesterday evening while anchored seven miles to West of North Hinder Lightship in the North Sea. The crew of twenty-three men were saved and taken aboard the Lightship. A despatch to Reuters from Flushing reports the arrival there of the crew of the Katwyk. The men say that while the night watch was being changed, a severe shock was felt and the ship began to make water. As the steamer was sinking, the crew took to the boats. While rowing away they saw the periscope of a submarine which quickly disappeared. The Katwyk sank 15 minutes after the explosion. The Katwyk was a freight steamer, built 1903. She was 1,287 net tons, 231 feet long. She sailed from Rotterdam, March 26th, for Rotterdam, and passed Dover April 14.

THE DUTCH MUCH CONCERNED.

THE HAGUE, To-day.
The sinking of the Dutch steamer Katwyk is considered here the gravest incident in submarine warfare, as it directly affects the Dutch Government, to which the cargo of grain on board the steamer was consigned. While waiting further details of the torpedoing of the Katwyk, the Ministerial Department concerned discussed the matter to-day, but declined to make a statement.

11.30 A.M.

KITCHENER'S ARMY ON THE MOVE.

LONDON, To-day.
Kitchener's army, horse, foot and artillery is on the move once more to the great camping ground on Salisbury Plain, where soon more than a hundred thousand soldiers will be camped. Winter is ended. Billets and winter quarters are being emptied and along the main roads that lead to the Plains, lines of troops can be seen on the march. One entire brigade, ten thousand men is marching cross country from Whitby, making about seventeen miles a day, under active service conditions.

ANOTHER ZEPPELIN RAID.

LONDON, To-day.
Two Zeppelin air ships visited the East Coast of England, shortly after midnight, dropping bombs on several towns and doing considerable damage to property. As far as has been ascertained only one person, a woman, was injured. The airships dropped four bombs on Malden, Essex County, thirty miles Northwest of London, but no damage resulted. Bombs were also dropped in Heybridge Basin, two miles across the River. These set fire to some buildings. The airships came up Blackwater River and over the marshes and circled around. At Lowestoft on the North Sea in Suffolk County, three bombs were dropped and considerable damage to houses property in the centre of the town resulted. A lumber yard also was set on fire. Window panes in many houses were shattered. Three horses belonging to a railway company were killed. Previously the aircraft had visited Southwold, twelve miles South of Lowestoft, and having missed striking that town with missiles, went on to Halesworth, eight miles inland. They then again returned to Southwold and dropped six bombs.

BRITAIN APOLOGIZES FOR SINKING DRESDEN IN NEUTRAL WATERS.

LONDON, To-day.
The British Government has offered full and ample apology to the Chilean Government for the sinking, on March 14th, in Chilean territorial waters, of the German cruiser, Dresden, the internment of which had already been ordered by the Marquis Governor of Cumberland Bay, when the British squadron attacked and sank her. This fact was made public in a White Paper, giving the text of the Chilean note, protesting against the sinking of the Dresden and the British Governments reply.

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AUSTRIA MUST ASK FOR CONDITIONS, IF SHE WANTS PEACE.

LONDON, To-day.
A Petrograd despatch to the Daily Mail says: While denying categorically that Austria has made any direct peace advances to Russia, officials here admit peace suggestions have come from the Pope at instigation of private persons. The Pope's communication merely asked whether if Austria were willing, Russia would enter into negotiations with a view to peace. The answer was that if Austria desired peace she must ask the allies for their conditions which she could then be considered and communicated to the Austrian Government.

2 P.M.

PARIS, To-day.
M. Leguée de Mezauban, President of the Brittany Ship Owners Association, has suggested to the Minister of Marine to replace each ship belonging to the Allies sunk by German submarine, by vessel of corresponding size from among 378 German ships detained at French ports since the beginning of the war. This, M. de Mezauban believes, would cause the German ship owners to change the method of warfare, the cost of which was borne by them. The proposal has been taken into consideration by the French Government, but before it can be put into execution an arrangement must be made with the British authorities.

A PROUD RECORD.

LONDON, To-day.
Great pride is taken in the record during the eleven weeks since the German submarine campaign started. The Admiralty has transported more than a million men by water and five men represent the total losses in the transport work of the Admiralty since the beginning of the war. In the merchant marine more than eleven thousand English merchant ships arrived or sailed from English ports in the last eleven weeks, while less than forty English merchant ships have been the victims of German submarines in the same time. The number of new ships launched for the English merchant marine makes a total number of ships and tonnage of England's merchant marine greater than before the "Reign of Terror."

GERMAN NAVAL ACTIVITY IN THE BALTIC.

LONDON, To-day.
A despatch from Copenhagen states that a large German cruiser and a torpedo boat flotilla are reported moving northward from the island of Bornholm and the Swedish coast. Bornholm is a large Danish island in the Baltic Sea.

BUILDING STRIKE AT CHICAGO.

CHICAGO, To-day.
Work was tied up on building operations valued at thirty million dollars here to-day. A hundred thousand union men were thrown out of employment, as a result of the strike of sixteen thousand union carpenters which went into effect last night.

Florizel Back

WITH TWENTY-SEVEN HUNDRED SEALS—VOYAGE A FAILURE.

The S.S. Florizel, Capt. A. Kean, reached port at seven o'clock last night. She is the first ship to get back from the Northern sealing grounds, reporting for 2,700 seals, including 2,000 young and 700 old harps. After leaving here on March 13th, the Florizel, accompanied by the rest of the northern fleet, took an inside cut. She was a week hunting for the main body of seals, without success, and then became jammed near Cape John and remained practically in that vicinity for the remainder of the spring. She is the first ship to get back from the Northern sealing grounds, reporting for 2,700 seals, including 2,000 young and 700 old harps. After leaving here on March 13th, the Florizel, accompanied by the rest of the northern fleet, took an inside cut. She was a week hunting for the main body of seals, without success, and then became jammed near Cape John and remained practically in that vicinity for the remainder of the spring. 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