

SEEDS! SEEDS!**GEORGE KNOWLING**

has just received by S. S. Graciana from London a large shipment of
CARTER'S CELEBRATED ENGLISH SEEDS,

including the following, viz:

CABBAGE—Daniel's Defiance, Monster Drumhead, Flat Dutch, Early York, Early Jersey Wakefield, Enfield Market.

PEAS—Carter's Telephone, King of the Marrow, First Early, Daisy Dwarf.

BEET—Crimson Ball and Egyptian, Turnip Beet.

BEANS—Broad Windsor, Dwarf French.

TURNIP—Golden Ball, Orange Jelly, Whitestrap Leaf.

SWEDES—"Elephant," "Kangaroo" and "Invicta," the three best Swedes in cultivation.

CARROT—Early Horn & James Intermediate.

LETTUCE—Drumhead & Holborn Standard.

PARSNIP—Hollow Crown and Maltese.

RADISH, CAULIFLOWER,

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SAVORY, SPINACH, SAGE,

FRAME CUCUMBER and LAWN SEED.

IN FLOWER SEEDS

we have
Mignonette, Sweet Peas, Aster, Daisy, Eschscholtzia, Forget-Me-Not, Nasturtium, Pansy, Poppy, Carnation, Stock Sunflower, and other sorts too numerous to mention.

Vetches Permanent Pasture
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We have also a large shipment of **NITRATE OF SODA** and other Fertilizers, also **"VAPORITE"** for the destruction of insect pests. To avoid disappointment order early.

GEORGE KNOWLING.

ap29.51.th.m

LONDON GOSSIP.

LONDON, April 12th, 1915.
YET ANOTHER PRINCE FOR ACTIVE SERVICE.

Prince Leopold of Battenburg, the second son of Princess Henry of Battenburg, has just been given an appointment upon the Headquarters Staff. He will leave for the front almost immediately. This will bring up the number of members of our Royal Family actually on active service to eight. The others are the Prince of Wales, Prince Albert, Prince Arthur of Connaught, Prince Alexander of Teck, Prince Alexander of Battenburg (elder brother of Prince Leopold), and the two young sons of Prince Louis of Battenburg, both of whom are now with the Fleet. The Duke of Teck is at the present time recuperating in the south of France from a rather severe illness contracted while at the front, while Prince Maurice of Battenburg was killed in action in October last. This is fewer than eleven relatives of the King have so far taken part in the war, and this might fittingly be brought to a round dozen if we count the excellent service that the Duke of Connaught has done since the commencement of the war in the way of raising and organizing the Canadian contingents for the front.

AND A GALLANT BELGIAN PRINCE

Prince Leopold, the elder son of the King and Queen of the Belgians, has

formally joined the Belgian Army. Although he is only thirteen and a half years old, the boy has for three months been beseeching his father to allow him to enter the service. When the Germans overran Belgium, Prince Leopold, with his brother, Prince Charles, and his sister, Princess Marie-Jose, were brought to England. At their age they have, of course, been kept in the retired surroundings of the schoolroom, and on only one occasion have they come before the public. That was when they attended service at Westminster Cathedral, where their presence attracted a good deal of attention. Both Prince Leopold and Prince Charles are handsome boys, whose composure on that occasion seemed to hide considerable shyness. Princess Marie-Jose is a merry little maiden not yet nine with a pretty winning smile and a shock of dancing curls. She is her father's pet. The Royal parents have every reason to be proud of their trio of children. There was a good deal of nascent Republicanism in Belgium when King Albert succeeded to the Throne. The personality of a Monarch counts a good deal in deciding whether this sort of thing will spread in a constitutional State. It has been obliterated in Belgium.

BRITISH PRIME MINISTER'S VIGIL.

It may not be generally known that the Prime Minister, Mr. Asquith, like

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GEO. M. BARR.

almost every man who has borne for a long period an equal weight of responsibility, has a habit of getting regular and sufficient sleep. He has the happy faculty of finding sleep within a few minutes of getting to bed. To this may confidently be attributed much of the imperturbable calmness of his management of business and his steady adherence to his own expressed belief in the political value of patience. I believe it is true that on only one or two nights since he became Prime Minister has Mr. Asquith failed to get his proper amount of sleep at the proper time. Mr. Gladstone could, if I remember rightly, count up all the nights of troubled sleep in his long career, and he put the greatest value on his sleeping powers. Other Prime Ministers have had good cause to regret the lack of such powers.

"KILLED."

Apparently some people think it unfeeling and curt for officials at the front to return letters to the relatives of soldiers marked with the single word "killed." Whatever may be the rights of this particular matter, it is certain that one of the most comforting things about the terrible business is the care taken by the comrades and superior officers of dead soldiers to soften the blow by writing letters to the families of the dead. In an extraordinary number of cases the colonels of regiments have found time to write personally to the wife or mother of fallen soldiers under their command. Letters written to the survivors of officers often find their way into the newspapers, but it is not so well known that in very many instances commanding officers write to the people of private in their regiments. In a case which is known to me, the mother of a private who was killed, received three personal letters, one from the colonel, one from the sergeant, and another from the dead man's mate. The letters showed a wonderful tact and reserve and a sure instinct of kindness in expressing that sentiment of affection or admiration which was calculated to ease sorrow with pride. A letter from the colonel received by a bereaved mother is of all things most highly prized. It is a thing to be treasured for a lifetime, and, coming in the hour of bereavement, must do a good deal to soften the blow. It is a mark of appreciation to be shown in the circle of relatives and friends, and takes the mind off the trouble by furnishing that most valued relief—something to talk about.

TRAINS FOR THE WOUNDED.

Large carrying capacity and completeness of equipment are features of the new Princess Christian hospital train, which is now ready to be shipped to France. Every device which ingenuity and experience can suggest has been utilized so that the train is really a fully equipped hospital on wheels. It is owing to the initiative and energy of Princess Christian that we have this valuable addition to the means of caring for the wounded in the war. She raised the funds, and in the carrying out of the arrangements Sir John Furley and Mr. W. J. Fieldhouse have given valuable assistance. The requirement of the War Office that each hospital train must be capable of carrying 400 patients and the rules of the French railway engineers as to under carriages, couplings and brakes, had alike to be observed. The completed train consists of no less than 14 vehicles—12 coaches and 2 brake vans. Five of the coaches contain 200 beds, while four accommodate some 200 other patients. The remaining three coaches are devoted to offices, sleeping and other accommodation for doctors, nurses, and orderlies, dining-rooms, kitchen, surgery. Hot and cold water supply, electric and gas lighting, and candle lamps for emergency are other items of note.

TSINGTAU AND AN AVIATION STORY.

According to the telegrams, the last Austrian who escaped from Przemyśl before the Russians came, was an aviator who flew away with important papers. A traveller's tale which reaches me relates how a German military aviator got out of Tsingtau also at the last moment, but in even more exciting circumstances. A Dutchman who has just reached London from Java, via Shanghai, New York, and Flushing, tells me that on the boat between Shanghai and America he made friends with a German aviator, who said that on the morning of the day when the Japanese took Tsingtau he was ordered to attempt to get away with certain official documents which the Germans were anxious to keep out of the enemy's hands. The aviator got safely over the hostile lines and steered north until his petrol was exhausted and he was forced to descend. There were some Chinese soldiers in the wild place where he came down. "They looked like brigands" said the German, "and I heard afterwards that they were brigands obligingly taking Government pay as soldiers." He buried the machinery of his aeroplane and burned the other parts. He tramped for three days until he

struck a railway which took him to Pekin, where he delivered his papers to the German Embassy and fulfilled his mission. From Pekin he got to Shanghai, and from there, helped by the convenient loan of somebody else's passport, to America, where he meant to fulfil another highly confidential mission at Washington. When my informant left the aviator he intended to make his way home to Germany, and judging by the enterprise he had already shown he ought to have managed it without much trouble.

THE HAMPTON COURT TRAM.

The holiday making Londoners on Easter Monday, as usual flocked to Hampton Court to spend the day in the famous old palace and grounds there. As usual the majority made the journey by electric tram. At all holiday times the trams to Hampton Court are crowded, but on the return journey on April 5th they were stormed in utter disregard of all rules and regulations. Passengers sat on the stairs, filled the guard's platform hung on to the step, and even stood by the driver. The guard disappeared, inside to collect fares at the beginning of the journey and was never seen again till the fuse blew out owing to the overload. Then he walked round outside from the driver's end to tell the passengers how to put it right, and gave instructions from the roadway. The passengers were a little slow in finding the right handle to push, and the guard grew impatient. "Gorblimey," he said (however much one may regret it), "can't you do it yourselves? Dyer want me to come up there?" Nobody wanted him to come up there—there was no room for another, and just then a passenger found the switch. "Good lad," said the guard, and disappeared again. After that, whenever the fuse blew out as it did half a dozen times before the end of the journey, the nearest passenger pushed it in again without asking anybody. The passengers, by the way, were very greedy for evening papers all the way home. Smart newsboys at various stages rolled up the papers into a ball and threw them up to the upper deck and neatly caught the coppers which were thrown back in return. One has to confess that it was not war news but football results that accounted for this insistent demand for the latest editions, as the conversation overhead plainly showed. Londoners make a very good-tempered crowd, and even the sufferers inside the car—three complete rows of them, two sitting and one straphanging, did not quarrel, but sang, "Who's your lady friend?" "You great big, beautiful baby doll." "Here we are, here we are, here we are again." "Sister Susie's Sewing Shirts for Soldiers," and "Where are the lads of the village tonight?" all the day. And the guard seldom seen on the rear platform but always somewhere on board, smoked his pipe all the time and never lost his temper once after the fuse blew out the first time.

England Has the World's Copper.

Boston Says Control of All American Output Was Bought.

Boston, April 24.—The Boston News Bureau says that Great Britain is now in control of the world's copper supply outside of Germany; that negotiations were begun in London to control the Amalgamated supply and that after these were consummated other interests were dealt with. The blockading of Germany proving effective, it is no longer possible to ship copper into Germany. Orders have been given for full time work in all American copper mines and the entire output will be sold in conjunction with the British Government. England will take the entire surplus.



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Our Volunteers.

The total number of volunteers enrolled to date is 1,705, the following enlisted on Saturday last:—
Joseph Rodgers, Barnes Road, St. John's.

George Patt, Goulds.

On Saturday most of the day was spent at drill indoors and the distribution of kit.

Volunteers Concert

ON S. S. STEPHANO.

The members of E Company, First Newfoundland Regiment, and the passengers held a concert on board the S. S. Stephano en route to Halifax and was thoroughly enjoyed. Lieut. N. H. Alderdice and Co. Q. M. Sergt. L. Murphy arranged the programme, which consisted of songs contributed by Misses Rennie and Pilot, Mrs. T. H. O'Neill, Lieut. Alderdice and recitations by Sergeants Murphy and Keegan and Messrs. Quick, Young, Newworthy and J. O'Neill Farrell. Capt. L. Paterson acted as Chairman. Capt. E. Ayre and Messrs. Moncton and Myers gave patriotic addresses.

To Be Operated On.

Judge Knight left by last evening's express en route to the U. S. where he will consult a specialist and be operated on for a serious affection of the throat from which he had been suffering for several weeks past. It is to be hoped that the operation will be successful and that the Judge will return here in his usual vigour and strength.

Church Parade.

Yesterday the volunteers of the Reserve Force held their regular church parade, the Church of England members attending divine service at St. Thomas's; the Roman Catholics at the Cathedral, and the Methodists at Gower Street. The men were dismissed immediately after service.

Billiard Tourney.

In the B. I. S. billiard tournament two games were run off Saturday night, as follows:—
Spot. J. Coughlin—198. J. Wall—200
Plain. I. Grace—200. V. Burke—196
The remaining two games will be finished during the week.

KEEP MINARD'S LINIMENT IN THE HOUSE.