

THE EVENING TELEGRAM

VOLUME XXXX.

PRICE ONE CENT.

ST. JOHN'S, NEWFOUNDLAND, MONDAY, FEBRUARY 25, 1918.

\$3.00 PER YEAR.

NUMBER 45.

FELT! FELT!

Just Received:
2,000 Rolls 3 and 1 Ply.
Due in a few days:
1,000 Rolls 2 Ply.

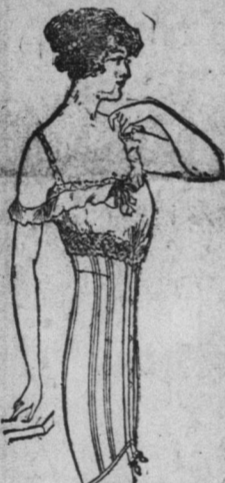
Food will win the war. Consume less. Produce more.

HARVEY & CO., Limited.
WHOLESALE.

S. O. S.

DO THESE LETTERS MEAN ANYTHING TO YOU?
Would you like to help prevent these great losses of life at sea?
THE CHANGE IS GIVEN YOU NOW.
THE S. O. S. SUIT is the only practical thing that can protect and save.
INVEST NOW. Price \$10.00 per share, par value.
SAFE ON SEA, LTD., 268 Water St.,
P. O. BOX 1024. St. John's.

We Have Warner's Corsets



in a fashionable design for every imaginable type of figure.
WARNER'S CORSETS really form the backbone of our Corset Department—so confident are we of the permanent quality of Warner's Corsets.

And in these times, when we must search the market for dependable merchandise, to know that there is a manufacturer upon whom you can count for guaranteed service, makes Corset selling quite worth while.

If you are not a devotee of WARNER'S CORSETS, try one of the many models in our Corset Department.

Marshall Bros

Sole Agents for Newfoundland.

The White Ladies of Worcester.

A ROMANCE OF THE TWELFTH CENTURY.
(By Florina Barclay.)
Nora, the leading character in this story, believing she has lost her betrothed lover, Hugh D'Argent, either through unfaithfulness or death, while he is absent on a crusade, enters a Convent. Hugh returns and tries to prevail upon her to leave the Convent but she determines to remain true to her vows. To the Bishop of Worcester falls the task of bringing the lovers together, and Nora at last gives herself to Hugh, persuading herself that she is following God's will. Bound in cloth.

Price, \$1.25 and \$1.50. Postage, 4c.

S. E. GARLAND,

Leading Bookseller, 177-9 Water Street.

DOMINION AND WRECKING CO. LIMITED

CANADA'S LARGEST CASH BUYERS AND LIQUIDATORS
FACTORIES AND COMPLETE PLANTS
MARINE WRECKERS AND DISMANTLERS
SCRAP IRON, STEEL, METALS AND WASTE MATERIALS
DISTRIBUTORS OF INGOT, COPPER, LEAD, TIN and ANTIMONY
IRON AND STEEL SHAPING, ALL SIZES AND LENGTHS
NEW AND USED ELECTRICAL EQUIPMENT
POWER MACHINERY, ELECTRICAL, HYDRAULIC, STEAM AND GAS
RELAYING RAILS OF ALL SIZES ALWAYS IN STOCK.

GENERAL OFFICES: TRANSPORTATION BLDG.
TEL. MAIN 3251 MONTREAL

Oil, Fish, Lobsters

and all kinds of Nfld. Produce BOUGHT & SOLD ON COMMISSION.

We also carry a full line of Provisions and Groceries. Prompt returns and every satisfaction guaranteed. Write or wire for prices.

Fred. T. Lukins,
P. O. Box 352. 61 Hayward Avenue.
Jan 24, eod, 6m

TO LET.

- 1.—BUILDING on the South Side of WATER STREET, at present occupied by MESSRS. A. & S. RODGER as a Dry Goods Store. Possession given May 1st next.
- 2.—BUILDING at corner of JOB'S COVE and WATER STREET, comprising shop and two upper stories. Possession given immediately.
- 3.—DWELLING with all modern conveniences over shop on North Side of WATER STREET, occupied by MESSRS. TRASK & COMPANY. Possession May 1st next.
- 4.—OFFICES. One double and one single office in Law Chambers, Duckworth St. Possession given immediately.

For further particulars apply to
Jas. P. Blackwood,
Feb 14, tf McBride's Hill.

Now Landing: 500 Barrels Atlas Cement.

H. J. Stabb & Co.

NOTICE!

One month after date hereof application will be made to His Excellency the Governor in Council for the right to use the waters of Connel's Brook, Bonavista, for the purpose of driving machinery.
RONALD STRATHIE,
Feb. 8, 1918. Bonavista.
Feb 11, 6m

Grove Hill Bulletin THIS WEEK.

RHUBARB.
CUT FLOWERS: Carnations, Lilies.
WREATHS, CROSSES, FLORAL DECORATIONS to order.
Terms: Strictly Cash.
IN POTS: Tulips.

J. McNEIL,
Waterford Bridge Road.

SERVICE

Implies not only prompt shipments and courteous handling of an account, but uniformity and reliability of products.

Had you not better let us have that order for

Paints, Soaps or Oiled Clothing

so that we may be able to cover your requirements?

The Standard Mfg. Co., Ltd.



A Special Meeting

of the St. John's (Nfld.) Curling Association will be held this Monday evening, at 9 o'clock sharp, in the Curlers' Parlor, Curling Rink. A full attendance is particularly requested. The Committee of Management will kindly meet at 7.30.

By order,
A. H. SALTER,
Sec.-Treas.

Feb 25, 11



Lodge St. Andrew

No. 1129, S. C.,
A. F. & A. M.

The regular meeting of the above Lodge will be held in the Masonic Temple this evening at 8 o'clock, for the purpose of conferring degrees.

By order of the R. W. M.
J. A. WINTER,
Secretary.

Feb 25, 11



N.F.D. Highlanders.

ORDER O.C.

There will be no parade for the Newfoundland Highlanders to-night.

ANGUS REID,
Lient. & Adjt.

Feb 25, 11

Lecture Postponed

The Lecture by Dr. John Grievc to be given on Monday next, 25th February, has been postponed until Monday, the 4th March.

A. E. B. N. B. S.

The Annual Tea of the A. E. B. N. B. S. will be held on Tuesday, February 26th, at 8 p.m. sharp.

By order Board of Guardians.
H. HAMMOND,
Secretary.

Feb 23, 21

Heal With Heat!

Pain and soreness is a sign of congestion. The blood is improperly circulating somewhere. Heat relaxes the parts and equalizes the circulation. The prompt application of a HOT WATER BOTTLE will cure many ailments quicker than internal medicine—and it's a natural way of curing. This modern appliance is apt to be needed any hour in the home. Costs too little to be without—\$1.00 to \$2.50, with several prices in between.

Come to us when you need anything a good drug store ought to have—it's here, and we'll take pleasure in showing you how well we can serve you.

Peter O'Mara, The Druggist,
46-48 WATER STREET.

Feb 25, 11

Insure with the Acadia Fire Insurance Company,

and you are Assured of prompt and liberal settlement.

BAIRD & Co.

181 WATER STREET, AGENTS.

In Stock:

KIRKMAN'S BORAX SOAP.
BABBITS' SOAPS, 150's.
SUNLIGHT SOAPS, 49's.
CANADIAN CHEESE, Twins.
CARROTS and BEETS.
LOCAL POTATOES and TURNIPS.
200 lbs. CHOICE APPLES.

To arrive Tuesday:
300 bales HAY.
Orders now booking.
M. A. BASTOW,
Beck's Cove.

Phone 304.
Feb 25, 11

FOR SALE—100 bottles of a high class Canadian Patent Medicine, including Sole Newfoundland Agency for same. Agency includes advertising, hearing agents, name twice weekly in the five St. John's daily papers till May 15th next. Proportion if handled right should show 150 per cent. profit. For full particulars address "B. N. A.", P. O. Box 1131, City. Feb 23, 11, eod

FOR SALE—House & Shop No. 24 Cabot Street; an excellent business stand; apply on the premises between 12 and 1 and 6 and 7 p.m. A snap for the purchaser. Feb 23, 11

Any Lady in City or Outport can earn \$10 weekly by representing us in spare time. For particulars apply AMERICAN HOSIERY CO., P. O. Box 1321, East End. Feb 25, 11

WANTED—Old False Teeth, don't matter if broken. I pay \$2 to \$15 per set. Send by parcel post and receive check by return mail. F. TERL, 403 N. Wolfe St., Baltimore, Md. Feb 11, 12

POSITION WANTED — Young man, with A. A. certificate, ineligible for Army or Navy, wants position as Secretary or Office Hand; apply to "REJECTED," care Telegram Office. Feb 23, 11

WANTED — By a Young Lady, at Easter, a position as Mother's Help or the taking care of one child between 3 and 6 years of age daily, Sundays excepted. Address S. L., care Telegram Office. Feb 25, 11

FOUND—A Gold Bracelet. Owner can have same by paying expenses of this ad. AYRE & SONS, LTD. Feb 25, 11

LOST—On Saturday afternoon, between Jensen Camp and City, an Indian War Medal with Bar and Clasp, 3183 Pte. W. Linard. Finder will be rewarded upon returning same to 68 Cookstown Road. Feb 25, 11

LOST — Shrove Tuesday, between Flavin Street and Georgetown, a Fox Terrier answering to the name of "Spot." Return to 4 Flavin St. and get reward. Feb 23, 21

LOST — On Tuesday last, between McFarlane and Monroe St., a Caddy Central Union Tobacco. Finder please return to H. J. BROWN-RIGG. Feb 25, 11

LOST—Yesterday, a Bunch of Keys. Will tender please return to this office? Feb 25, 11

Help Wanted!

WANTED — At Once, a General Girl; apply 227 Theatre Hill. Feb 25, 11

WANTED—A Boy to learn the Hairdressing Business; apply to J. P. BREEN, 87 New Gower St. Feb 25, 11

WANTED—Lady Assistant for Baker's Shop; experience preferred; apply by letter only to W. H. JESSOP, 194 Duckworth Street. Feb 25, 11

WANTED—A Housemaid; apply MRS. RIDOUT, Bishop Field College. Feb 25, 11

WANTED—A Girl who understands plain cooking; also a Girl for general work; apply at BALSAM PLACE, Barnes' Road. Feb 25, 11

WANTED—A General Servant where there are no children; apply 84 Pleasant Street (western gate). Feb 25, 11, t.u.s

WANTED—Shirt Maker to take shirts home; apply at once THE N.F.D. CLOTHING CO., LTD. Feb 25, 11

PAINTERS WANTED — Apply to McGRATH BROS., Water Street. Feb 23, 11

WANTED — Three Smart, Tidy Girls, about 15 years of age, as beginners; apply to IMPERIAL MFG. CO., Prescott Street. Feb 23, 11

WANTED—A Plain Cook; apply to MRS. W. J. HERDER, Rennie's Mill Road. Feb 23, 11

WANTED — General Servant; apply MISS O'REILLY, 84 Circular Road. Feb 23, 11

WANTED — Cook-General; small family, washing out; good wages given to right person; also Nurse-Housemaid; apply by letter to "G", this office. Feb 23, 11

WANTED—A Cook; apply at this office. Feb 15, 11

WANTED — Immediately, a General Servant, with knowledge of plain cooking; apply to MRS. McNEIL, Waterford Bridge Road. Feb 23, 11

WANTED—A General Girl, who understands plain cooking; also a Young Girl to look after children; apply to MRS. LLOYD CHAPLIN, Water St. West. Feb 23, 11

WANTED—A Young Lady for Grocery Store; must have experience; apply to W. E. BEARNS. Feb 18, 11

MINARD'S LINNET CURES GALT GET IN COWS.

IN THE TOILS; But Happiness Comes at Last.

CHAPTER X.
AT THE THEATRE.

They went through the play, until they came to the scene in the widow's cottage, where Pauline, struggling between love for her husband and indignation against the trick he has played her, at one moment taunts, and at the other half invites him to plead forgiveness. It is a wonderful scene, and Olive lost herself in it; she forgot she was in a modern, commonplace drawing-room; she thought that she stood in the mean cottage of the Widow Melnotte, and that the man she loved, and yet scorned, was standing before her. Lost in the part, she delivered the warm, feverishly eloquent sentences allotted to Pauline, and was waiting for the answer, when, with a suddenness that startled her, Katharine stretched out her arms and drew her to her heart.

"My child!" she exclaimed, "do you know what you are?—a born actress! You were fated for the stage! Work and slave at the needle! I tell you that I will show the world a better Pauline than it has ever seen or dreamed of! Child!" holding her at arm's length, and looking at her with mingled tenderness and delight, "you are an actress born, and it is I who have found you!"

CHAPTER XI.
FORGOTTEN PROMISES.

IN the smallest of small drawing-rooms, even in that region of small rooms—Park Lane—sat Lady Florence. Some months have passed since we saw her last, lounging comfortably and gracefully in the drawing-room of the Court; and now, though it is no longer summer, and the east wind of February whistles through the park, Lady Florence is still comfortable and graceful. There is little change in her; over her, time seems to pass with a swift, sparing hand—before his scythe turns in his grasp, and instead of lining the fair, white forehead with furrows of care and anxiety, it seems but to add an additional charm to her beauty, and mark its serenity with greater distinctness.

The little room is exquisitely furnished; a brilliant fire, whose fierceness is screened by a shade of Venetian glass, lights up the dainty decorations, the bijou pictures, and the blue china, and throws a soft bloom upon the small, delicately molded face of the aristocratic beauty. Looking at her as she leans back, the picture of graceful ease, the embodiment of luxurious satisfaction and prosperity, one would pronounce that at least there was one happy and contented woman in this unhappy and discontented world of ours. But the casual observer would be, as he very frequently is, wrong in both conclusions. Lady Florence is neither happy nor contented; her face is serene and restful enough for the simple reason that Lady Florence knows nothing is so fatal to beauty of her type as wrinkles; but if the casual observer would look from the face to the delicate white hands that lie so prettily upon the soft folds of the costly dress, he would see that the taper fingers are tightly bled, and that they move restlessly, palm to palm, in anything but a contented fashion.

What can she want? She who has so much—wealth, high birth, social position; she who sits, beautified, surrounded by beauty, while others of her sex—and how many hundreds of them?—are standing in the cold

Your Rheumatism
The twists and aches of rheumatic suffers usually yield to the rich oil-fool treatment in

SCOTT'S EMULSION

when everything else fails. Besides helping to purify and enrich the blood Scott's strengthens the functions to throw off injurious acids and is especially beneficial during changing seasons. Many doctors themselves take Scott's. You Try It.

Eat Without Fear of Indigestion or Sour, Acid Stomach

Instant relief! "Pape's Diapepsin" ends your stomach trouble forever.

Wonder what upset your stomach— which portion of the food did the damage—do you? Well, don't bother. If your stomach is in a revolt; if sour, gassy and upset, and what you just ate has fermented into stubborn lumps; head dizzy and aches; belch gases and acids and eructate undigested food; breath foul, tongue coated— just take a little Pape's Diapepsin and in five minutes you wonder what became of the indigestion and distress. Millions of men and women to-day know that it is needless to have a bad stomach. A little Diapepsin occasionally keeps this delicate organ regulated and they eat their favorite foods without fear.

If your stomach doesn't take care of your liberal limit without rebellion; if your food is a damage instead of a help, remember the quickest, surest, most harmless relief is Pape's Diapepsin which costs only fifty cents for a large case at drug stores. It's truly wonderful—it digests food and sets things straight, so gently and easily that it is really astonishing. Please, for your sake, don't go on and on with a weak, disordered stomach; it's so unnecessary.

outside, hungered and homeless. Who is it says that he who needs nothing, dies? If that be true, Lady Florence is a long way off death to-night.

Every now and then she looks up at the clock—a marvel of mechanism and art, which has cost as many hundreds of pounds as there are figures on its dial—and the full, shapely lips close more tightly.

The clock chimes five, and a dainty bird pops out, looking down at her, warbles a thin little tune, and pops in again to its nest among the wheels. The door opening suddenly causes the rich color to spring into Lady Florence's cheeks; but it fades again as Lady Fanshaw comes noiselessly across the room and stands beside her.

Lady Florence looks up. "Five o'clock. Do you think he will come?"

"Quite think so," is the reply. "Where else can he go? Town is nearly empty—he will be glad of a little company after the journey. It is natural that he should come here first."

"Instead of his club?"

Lady Fanshaw raises her eyebrows. "There is the club—yes; but I think he will come. And you are anxious to-night?"

Lady Florence's hands loosen and clasp again. "Yes," she assents, with a little laugh that is so soft as to be almost inaudible; "though why, I could scarcely tell, excepting I offered those few words of his when he went away. Charlie is not given to saying nothing, as some men are."

"No," assents Lady Fanshaw. "A few words at parting may mean a great deal."

"Or nothing," says Lady Florence, almost bitterly; "and perhaps I am foolish to lay any stress upon them. How I despise myself for doing so, even you cannot guess. What do they amount to?—I shall see you when I come back, Florence!" It was scarcely enough to keep us here, when town is empty, and every one one knows has departed. But it keeps me, you see."

"And it would keep me, I think, if I were placed as you are," says Lady Fanshaw approvingly.

"Well," says Lady Florence, with a little frown, "I have waited, and he will find me here. I am always waiting for him, and he can always find me; I think that is the great mistake, perhaps."

"Perhaps," says Lady Fanshaw, looking down at the white hands upon which the diamonds glitter restlessly. "And do you mean to say that we are going to Mentone?"

"Yes," says Lady Florence, with a touch of resolution and something like a blush. "If he does not want me to go, he can say so; if he does not care, then I am better away. You see, I can speak plainly."

"There is no one else," mused Lady Fanshaw.

"There is no one else," repeats Lady Florence confidently; "I should know if there were. Has he not been by my side all through the winter? I should know if there was any one else in the way. No; sometimes I think that he has no heart, and I wish that I were like him."

ing her hands to the fire, looked at herself in the mirror.

Lady Fanshaw caught the glance. "Florence," she said, "you are the most beautiful woman in England; that is your strength; you love Charles Heatherdene, and that is your weakness. My dear," laying a soft palm upon the rounded arm, "why must it be so? There are so many others to choose from."

"Not for me. I have made my choice," said Lady Florence, turning her eyes with a half-bitter, half-desperate light in them. "There are many others, handsome, higher, richer, but he is my best and handsomest. After all, we poor women can worship only one god at a time, and Charles is mine."

Lady Fanshaw turned over the cards that lay in a little heap upon a delicate dish of Vallures ware.

"One, two, three of the marquis!" she said quietly. "Poor marquis!"

Lady Florence smiled. "There is one whom you think handsomer, better in every way than the other."

Lady Fanshaw took up a carte de visite.

"The Marquis of Ellinton is one of the handsomest men of the day, my dear."

"And his rent roll as long as his pedigree; and the Ellinton diamonds are a seventh wonder of the world, and he loves me to distraction; yes I know. You have told me so, in ever so many ways, a dozen times during the last month. I knew what Clare Vavasour meant when she asked me at the duchess' last night, why the marquis was staying in London in this dreary month? She would give all the world to have such a question put to her, and is mad with envy; but the marquis may stay in London or go to Siberia for what I care, so that he be near."

Lady Fanshaw looks round with a mild glance of consternation and alarm. Can this be the calm, placid, serene, and haughty Lady Florence? Lady Florence meets her anxious look with an unmoved countenance. "You think I am mad," she said with a smile. "Perhaps I am, on this point; but do not forget that I keep my insanity for you. A quarter past five; he will not come!" and with a sigh she sank back, and put up her hand to her bosom with a gesture of infinite weariness.

But as she spoke, a brougham came down the lane, stopped at the door, and Charlie Heatherdene alighted. He was in evening dress, and looked a trifle more serious than usual, and stood with his hand on the handle of the brougham door as if hesitating.

"What time, my lord?" asked the coachman, touching his hat.

"Eh? Oh—" said Lord Heatherdene hesitatingly; "go into the mews and keep the horse warm, and call for an order in half an hour."

The man drove on; but still Charlie

Too Nervous to Sleep.

Nerves Wrecked by Accident—Was Afraid to Go in a Crowd or to Stay Alone—Tells of His Cure.

Much sympathy was felt in this city for Mr. Dorsey, who met with a distressing accident when his foot was smashed in an elevator.

The shock to the nervous system was so great that Mr. Dorsey was in a pitiable condition for a long time. He was like a child in that he required his mother's care nearly all the time. He feared a crowd, could not stay alone and could not sleep because of the weakened and excited condition of his nerves.

Detroit doctors did what they could for him, but he could not get back his strength and vigor until he fortunately heard of Dr. Chase's Nerve Food.

It is no mere accident that Dr. Chase's Nerve Food proves to be exactly what is needed in so many cases of exhausted nerves. It is composed of the ingredients which nature requires to form new blood and create new nerve force. For this reason it cannot fail and for this reason it succeeds when ordinary medicines fail.

Mr. Laurence E. Dorsey, 39 Stanley street, London, Ont., writes: "About three years ago I got my foot smashed in an elevator in Detroit, which completely wrecked my nerves. I doctored with the doctors there, but they did not seem to be able to help me. My nerves were in such a state that I could not go down town alone, or go any place where there was a crowd. Sometimes my mother would have to sit and watch over me at night, and sometimes I could not get any sleep at all. But one day last winter I commenced using Dr. Chase's Nerve Food, and before I had completely used the first box I could see a difference in my condition. I continued using these pills for some time. The result was splendid. I feel so much better, can sleep well at night, can go out on the street and attend gatherings like the rest of people. I am so pleased to be able to tell you what Dr. Chase's Nerve Food has done for me, and to recommend it to other people."

Dr. Chase's Nerve Food, 60 cents a box, a full treatment of 6 boxes for \$3.75, at all dealers, or Edmonson, Bates & Co., Limited, Toronto, Canada, not be talked into accepting a substitute. Imitations only disappoint.

stood on the pavement with the serious look upon his usually careless, light-hearted face. He even walked a few paces from the door, with his hands thrust deep into the pockets of his overcoat.

"Which shall it be?" he murmured. "Shall I do it or not? It is the best thing I can do; it will please the earl. How long are you going to keep Florence waiting for you?"

"How long are you going to keep Florence waiting for you?" was the burden of his song; and though I told him that there was no reason why Florence or any other woman should wait for me, I felt there was truth in his grumble. Why should I thwart them all?" he asked himself, with a little laugh that was not altogether an easy one. "The earl would be delighted—so would the Rivers—there would be roast oxen and cashmere broaching in three counties. And Florence? Yes, I think she would say yes, though that is an uncertain thing to say. Shall I do it? It is time I was settled. I am rather tired of knocking about from club to club like a well-to-do vagabond. Shall I do it?"

If Florence could only have known that her fate was weighing in the balance, her small, white hands would have been more restless than ever! Perhaps it's as well that we do not always know of the crisis in our lives.

Charlie Heatherdene took another turn, then with a sudden toss of his handsome head he ran up the steps and rang at the bell.

"I'll do it!" he said, adding with a laugh, "perhaps I have pondered the question quite unnecessarily. Florence may say 'No!' Well, here goes," and the heir to one of the oldest titles and richest estates in the kingdom made up his mind to offer himself and them to Lady Florence Rivers.

"If Derrick were only here," he thought, as the servant opened the door, and with smiling alacrity ushered him down the tiny passage to the drawing-room—"if Derrick were here, he'd say that I was doing what I ought to have done a year ago. By Jove! I'll write and tell him if she says 'Yes.'"

(To be Continued.)

"Chill Chasers."

We have received another shipment of these popular portable heating stoves in three sizes which we are selling at \$6.50, \$7.50 and \$8.50.

We also call attention to our special "Humphrey" Gas Iron, in nickel finish, complete with flexible tube connection. We are selling this iron at \$5.00, and recommend it as a useful Xmas Gift.

Phone 97, or call at our Showroom, Oke Building.

ST. JOHN'S GAS LIGHT CO.
dec22,1f

LONDON DIRECTORY,

(Published Annually)

ENABLES traders throughout the English World to communicate direct with

MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs the Directory contains lists of

EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply;

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the leading provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 25s.

Dealers seeking Agencies can advertise their trade cards for 2s, or larger advertisements from 2s.

The London Directory, Company, Ltd., 25, Abchurch Lane, London, E.C.

Now Landing

Anthracite

Coal,

All Sizes.

M. MOREY & CO.

MIRAND'S LINIMENT CURES GART GET IN COWS.

BABY SLEIGHS.

There are none on sale in the city, but we can supply an extra good substitute. We have Bright Metal Runners which can be attached to your baby carriage without any trouble.

All you have to do is to remove the wheels from the axle and put the Runners right in their places, this can be done by means of little clutches that go with the runners.

You will then have a most comfortable sleigh with hood and springs, which all will admit is much more cosy than the ordinary sleigh, which has neither hood nor springs.

JUST A FEW SETS LEFT.

AYRE & SONS, Limited

JUST OPENED!

Charming Silk Knitted

SPORT COATS,

with Fancy Belt effect.

Different styles to choose from.

Colors in Gold, Gold and White,

Greens, Rose, Rose and White,

Copen Blue, Black, etc.

\$4.75 each.

THE VERY LATEST STYLES.

S. MILLEY.

NOTICE!

Customers owing balances, or having small amounts against them on our books, are requested to settle before the end of this month.

A. & S. RODGER.

Advertise in the Telegram.

DRES

LADIES' CAMBR
Knickers
Nightgowns
Underskirts
Camisoles

SATIN Un
\$1.60 to
SILK Un
\$5.50

EARLY MES

GOVERNOR OF NEWFOUNDLAND DEAD.

LONDON, Feb. 24. (Via Reuter's Ottawa Agency.)—Henry Blake died to-day at his residence, Myrtle Grove, Youghal, Co. Cork, Ireland. Right Hon. Sir Henry Blake, K.C.M.G., was Governor of Newfoundland 1887-88, having been Governor of the Bahamas for the preceding four years. He was Captain General and Governor in Chief of Jamaica from 1889 to 1897, his term having been twice extended at the request of the Legislature and the local bodies of the Island. He was Governor of Hong Kong in 1897-1903 and Governor of Ceylon 1903-7. He was born in Limerick, Ireland, 78 years ago.

RUSSIANS ON THE RUN.

LONDON, Feb. 23. In the last two days the Germans are not met with a single case of assistance, a Petrograd despatch to the exchange Telegraph Co. says. Evacuation of the port of Revel is, proceeding slowly, the soldiers declining to assist. The headquarters of the Russian western army has been removed to Smolensk, 250 miles southwest of Moscow. The change was made in such haste that the staff lost touch with various armies.

TEXT OF WAR AIMS MEMORANDUM.

LONDON, Feb. 24.

(Via Reuter's Ottawa Agency.)—The following is the text of the Colonies and Dependencies clause of the Inter-Allied Socialist conference in London: "The International Socialist movement has always condemned the colonial policy of capitalist Governments. Without ceasing to condemn this Inter-Allied conference neverless recognizes the existence of a state of things of which it is obliged to take account. The conference considers that a treaty of peace ought to secure to the natives of all colonies and dependencies effective protection against the excesses of capitalist colonialism. The conference demands the concession of administrative autonomy for all groups of people that attain a certain amount of civilization and for all others progressive participation in local government. This conference is of opinion that the return of colonies to their pre-war possessors or any exchange of compensations which might be decided should not impede the making of peace. Those colonies which have been taken by conquest from the subject of special consideration of the peace conference, at which the committees in their neighborhood should be entitled to take part, but the clause of the treaty of peace on this point must secure economic equality in territories for the peoples of all nations, and thereby guarantee that they may be shut out from legitimate access to raw materials, prevented from disposing of their own products and deprived of their proper share of economic development. As regards the possessions of the colonies of all the Allies and tropical Africa, from the sea, including the whole region of the Zambezi and south of Sahara, this conference condemns any separatist idea which would make several countries the booty of one of several nations to exploit them for the profit of capitalists, or to use them for the promotion of the military aims of governments. With respect to these colonies, this conference declares in favor of a system of control established by international agreement under a league of nations, maintained by its guarantee, and, whilst respecting national sov-

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AWFUL MARINE TRAGEDY.

S.S. Florizel, With 138 Souls on Board, in a Blinding Snowstorm, Crashes Into Rocks at Cappahayden and Becomes Total Wreck--- Number of Bodies Washed Ashore --- Survivors Clinging to Vessel, While Mountainous Seas Sweep Over the Wreck.

Early yesterday morning news was received in the city that a large steamer was ashore near Cape Race. Immediately preparations were made to send relief vessels to the scene. Following the first receipt came the startling intelligence that the ill-fated ship was the Florizel, which sailed from here at about 8 o'clock Saturday night. The first news of the disaster was picked up by the Admiralty wireless station at Mount Pearl, in a radio from the stranded ship:—

"S. O. S. Florizel ashore near Cape Race. Fast going to pieces." This message was communicated to Mr. P. Ellis, shipping agent at Bowring Brothers at 5 a.m., and by him to Mr. Eric Bowring. At once an attempt was made to get in touch with the Florizel through Cape Race and Admiralty Stations, both of which failed, and it is supposed that the Marconi apparatus on board was put out of commission when ship's engine room filled with water, stopping dynamo. No other information being forthcoming Mr. Bowring held consultation with Capt. A. Kean, ships' husband, and Mr. M. McGottigan, marine superintendent of the company, and they decided to get a ship or ships ready to proceed forthwith to the scene of the wreck. The Reid Newfoundland Co. and the Marine and Fisheries Department were also notified, and by noon three steamers were provisioned, manned and ready to start, "Gordon C.", Capt. Perry, "Home", Capt. Parsons and Spracklin, and "Terra Nova", Capt. Kennedy. They had on board rocket guns, life saving apparatus, floating buoys, life belts, etc., and carried special crews of Royal Naval Reserve with dories and life boats. The S. S. Hawk, Capt. Simonsen and Dalton, also fully equipped with life saving gear and acetylene lamps for night work got away about 4 o'clock.

A relief train carrying Doctors Macpherson and Anderson with nurses, stretchers, mattresses, dressings, etc., was despatched to Renewes by the Reid Nfld. Co. at 11.30 o'clock, arriving at Renewes four hours later. An operator from the Company's despatching office was sent along to "cut in" and keep agents and owners posted in all occurrences.

The news of the calamity spread quickly, and many and conflicting were the rumours circulated. At 11 o'clock definite information was sent in by the operator at Cappahayden, stating that the Florizel was ashore at Horn Head, was under water from aft to the smoke stack, with heavy seas breaking over her and no sign of life observable. Shortly afterwards came a message that several men could be seen on the fore and bridge decks, and others in the rigging. This news was quickly followed by another message stating that several bodies had been washed ashore, that the ship had broken off and no hope could be held out for the rescue of any of those who formed the ship's company.

The offices of the Red Cross Agents, Messrs. Harvey and Co., Ltd., and those of the owners, Messrs. Bowring Bros. Ltd., as well as the Anglo and Postal Telegraph Offices were besieged by the friends and relatives of those on board, but no reliable information was forthcoming and in whispers everybody expressed their fears that the worst had happened. At 2 p.m. (yesterday) a message to Mr. Cyril Tester, from a reliable source, said that there was evidence of life on the wreck about the forward part, that the Marconi House was standing and also the foredeck house and forecabin. Both masts and smoke stack were holding, the waves were sweeping clean over the hull, and not the remotest hope of attempting a rescue until the sea went down. As day wore on, many conflicting reports continued to be received and were circulated, adding to the suspense and misery of those having loved ones on board.

At 4 o'clock Rev. Father Doutey, Cappahayden, wired Mr. J. J. St John that ship was holding fast and sea moderating, but that no attempt at rescue had been made and no lives saved up to that time.

At 6 o'clock Mr. Tester received the following telegram:—

"Men still on deck forward, sea moderating. Two steamers in sight."

Message of similar import were received by Messrs. Bowring Bros. and Harvey and Co. and a ray of hope sprang up.

At ten hour Mr. Tasker Cook wired that a light was visible on board, and that the forward houses were still intact. Just before midnight the special correspondent of the News wired that a light was visible on the Florizel and it was thought that she was signalling the Home which was lying by. In this event it would be fair to conjecture that as the message further states a number of passengers and crew took shelter in the foredeck houses after the ship struck and kept under cover during yesterday. It is a theory generally accepted in the city that Captain Martin would not attempt to launch his boats after steamer struck, owing to the furious sea which was running at the time, and that he pursued the course of encouraging all to stand by the ship, removing the passengers to safe quarters, which according to ship's position would be forward. It is further assumed that in effecting this transfer some of the company were washed overboard which may account for the bodies picked up on shore. There is little doubt that when the steamer struck all the passengers were asleep, only the regular watch being on deck. In this case it is fairly certain that many of the passengers came on deck in light attire and consequently must have suffered terribly from exposure. It is hoped that from the latest bit of encouraging news the feeling of gloom will be lifted somewhat and that to-day relief will be brought to the anxious ones, who are so deeply concerned for the safety of those of their relatives who were on board. The Prospero having left the scene at 3 o'clock this morning we may look for her at one, when we hope to give more fuller details of this appalling disaster.

THE S. S. "FLORIZEL"

The Red Cross Liner Florizel, Capt. W. J. Martin, was the largest and best known ship of our mercantile marine. As before noted she sailed from this port about 8 o'clock on Saturday night for Halifax and New York with a very valuable cargo and a passenger list of seventy-eight, in first and second cabins. Her crew numbered sixty, making a total of one hundred and thirty-eight souls in all. The steamer was built in 1909 by C. O'Connell & Co., Ltd., of Glasgow, for the New York-Nfld. and Halifax S. S. Co., and when launched was the only ship of her class afloat, being specially constructed to contend with ice. She was a steel screw steamer of 3,081 tons gross; 1,980 tons net; 295.5 feet long; 43.1 feet beam; 29.6 feet deep and was fitted with submarine signalling apparatus and wireless. She has been used almost entirely in Newfoundland trade and as a transport having taken across the "Blue Puttees" in 1914, with Captain Martin in charge, and has several times since done transport service. The ship was valued at \$700,000 and the cargo at about \$25,000.

The following messages in connection with the wreck have been received:—

FROM HON. TASKER COOK TO MR. E. A. BOWRING.

Cappahayden, Feb. 24.

"Just arrived here. Can do nothing from the shore. Terra Nova and Home lying off. Sea getting smoother. Expect steamers may be able to do something shortly. Seven bodies at station here, supposed to be Second Officer King, C. H. Miller, Snow, Froude, Mrs. W. F. Butler. Dark when we got here. Men still seen on board. Florizel lying upright, under water from funnel aft. Bridge deck and forecabin over water. Will do utmost to get rockets on board. Will wire later."

T. COOK.

FROM HON. TASKER COOK TO MR. E. A. BOWRING.

Cappahayden, Feb. 24.

Remarkable bravery of ship's crews who in dories are engaged in rescuing lives in boiling sea and who are continuing their gallant work of rescue, taking off in less than half an hour twenty-five men in dories. All on board will be saved. First ship with rescued should leave within an hour. Too much praise cannot be given the brave men.

BODIES WASHED ASHORE.

Up to last evening seven bodies MINARD'S LINIMENT CURES DYPH-THERIA.

FROM HON. TASKER COOK TO MR. E. A. BOWRING.

Cappahayden, Feb. 24.

"Have returned. Nothing can be done until sea moderates. Will have another try in the morning. Marshall, of Briton, put a rocket and line on board but got no response. Steamer Home launched a boat but she could not get within a quarter of a mile of Florizel. Some cargo washing ashore here. Have placed men on bank to watch chance to get to her if any offers. Condition of ship hopeless and regret very much that I cannot hold out much hope."

T. COOK.

OTHER MESSAGES.

Constable Lynch wired Inspector General, Hutchings from Cappahayden as follows:—

"Six or seven bodies picked up, one woman. Five men can be seen on deck. No possibility rescuing them from land, only way is by steamer. Sea breaking over wreck."

OTHER MESSAGES.

Mr. P. H. Cowan, Manager for the steamer Gordon C., received the following message from Capt. Perry:—

"First at scene of wreck. Home arrived twenty minutes later. Went as near as possible to wrecked steamer. No sign of life on board. Ship submerged, sea covering her over all but spars and smoke stack. Going back at daylight. May be some bodies lashed to some part of ship. Sea mountainous. Coming back here see some empty barrels driving from her."

PERRY.

The following message was received at 8.30 last night by the Colonial Secretary, Hon. W. W. Halfyard, from Capt. Perry of the Gordon C., which had harbored at Renewes for the night:—

"Arrived at scene of wreck 5.30. No sign of life on board. Sea covering ship. After part all submerged. Impossible to get on board. Went as near as possible. Going back at daylight."

PERRY.

Cappahayden, 5 a.m.

Florizel in same position. Sea boisterous, but weather calm. Prospero, Hawk and Home standing about half a mile off the wreck, awaiting daylight. A boat containing four men with two empty boats in tow from the Prospero made an attempt to reach the wreck, and succeeded in getting within a few yards of the inside of the ship, but owing to heavy sea abandoned the attempt and returned to the Prospero. One of the three bodies already reported unidentified, is now known to be George Long, carpenter, of Flower Hill, who was going to New York. Believe all efforts to rescue will have to be made from the steamers. Lights still seen on Florizel, evidently signalling to the steamers. Two other bodies were seen floating in the water on the west side of Cappahayden, but could not be got ashore. No fear of steamer breaking up.

A message to Mr. Eric Bowring at 3.30 this morning from Hon. Tasker Cook, stated that he had engaged a ship and crew to proceed to Florizel as quickly as possible, starting at daylight.

Cappahayden, 7 a.m.

Remarkable bravery of ship's crews who in dories are engaged in rescuing lives in boiling sea and who are continuing their gallant work of rescue, taking off in less than half an hour twenty-five men in dories. All on board will be saved. First ship with rescued should leave within an hour. Too much praise cannot be given the brave men.

BODIES WASHED ASHORE.

Up to last evening seven bodies MINARD'S LINIMENT CURES DYPH-THERIA.

were washed ashore, and according to messages received were identified as follows:—

MRS. W. F. BUTLER, St. John's.
MR. C. H. MILLER, St. John's.
CORP. FRED. SNOW, St. John's.
MR. E. FROUDE, St. John's.
JAS. DWYER, (Waiter) St. John's.
GEORGE LONG, St. John's.
SEED OFFICER JOHN R. KING, Arichat.

The remains will leave this morning for here, and will be looked after by Undertaker Carnell.

RECEIVED BY TESSIER AND CO.

CAPPAHAYDEN, 8.30 a.m.

Hawk left for St. John's with survivors. Rescue of those alive finished; two more bodies (armon) washed ashore on beach; ship fast breaking up; several dories capsized while engaged at rescue work. All on dories picked up except one.

SURVIVORS BY PROSPERO.

The first message telling of the survivors of the ill-fated Florizel was received in the city early this morning. They are safe on board the S. S. Prospero and are as follows:—

Captain Martin, Commander.
First Officer Capt. James Bosun, M. F. Power.
Seaman W. Molloy.
Carpenter, Jacob Pinsent.
Wireless Operator, Cecil Carter.
First class passengers:—
J. Kieley, Manager of the Nickel Theatre.

A. E. Gardiner, ex-reporter of the Evening Telegram.

Passenger List.

FIRST CLASS PASSENGERS FOR HALIFAX.

Frank Chown, son of Mr. Newman Chown, Prescott Street, City.
Fred Snow, son of Mr. N. Snow, Bowring Bros., LeMarchant Rd., City.
Edward Berteau, son of Mr. F. C. Berteau, Auditor General, Torbay Road, City.
Jack C. Parsons, City.
N. Sellars, City.
Stevenson (Roundripper).
Ralph Burnham, son of the late Frederick and Mrs. Burnham, Military Road, City.
George Masie.
Mrs. George Masie.
Miss Katherine Masie.
W. E. Bishop, Burin.
C. H. Miller, of the U. S. Picture and Portrait Co., City.
Gerald St. John, son of Mr. John St. John, City.
J. P. Kieley, Manager Nickel Theatre, City.
M. Connolly, butcher, Military Road, City.
John Connolly, butcher, son of the former, Duckworth Street.
Miss E. Beaumont, Halifax School for the Blind.
W. Parmiter, keeper at Lunatic Asylum, Southside Road, City.
Major Sullivan, Newfoundland Foresters, City.
Patrick Lacey, Manager Crescent Theatre, Saunders' Place, City.
A. E. Gardiner, ex-reporter Telegram, Britannia Cove, T.B.
Capt. Joseph Kean, S. S. Prospero, Victoria St., City.
John S. Munn, Director Bowring Bros. Ltd., Forest Road, City.
Miss Betty Munn, daughter of Mr. and Mrs. J. S. Munn, City.
George A. Moulton, Canadian Investors Ltd., Freshwater Rd., City.
C. B. Moulton, son of the former, pupil of Deaf and Dumb Institution, Halifax.
G. Parmiter, Harbor Grace.
M. O'Driscoll, Accountant Job Bros. & Co., LeMarchant Rd., City.
Miss Trenchard, nurse to Miss Betty Munn, City.
W. Earle, son of Mr. H. J. Earle, Fogo, brother-in-law of Bishop-elect White.

HALIFAX—SECOND CLASS.

George Long, formerly of Bowring Bros. express delivery, Flower Hill, City.
P. J. Fowler, G. Paddeter.

N. W. Dauphine, H. Peary, Charles Howell, —, Cleary, H. Peary, James Bartlett, A. J. Fagan, caretaker Bowring Park, City.
James Stockley, Leon Mitchell, James Crookwell, G. Mullenow, O. P. Bellview, John Lynch, City, W. Richard.

TO NEW YORK—FIRST CLASS.

Thomas McNeil, of McMurdo & Co., Water St., City.
F. C. Smythe, Manager Woolen Mills, Military Road, City.
W. F. Butler, Architect, City.
Mrs. W. F. Butler, wife of above, City.
Alex. Ledingham, brother late Capt. James Ledingham, City.
W. Butler, Shipwright, City.
James J. McCoubrey, Asst. Manager Standard Mfg. Co., City, Leslie St.
Joseph H. Baggis, Curling, Bay of Islands.
Miss M. Barrett, City.
Edward Froude, Manager Dicks & Co., City.
Robert Wright, of R. Wright & Son, City.
Miss A. Dalton, ex-forewoman of the British Clothing Factory, City.
Miss Kitty Cantwell, City.
James Miller, agent for George G. Carnegie, N.Y., son of Mr. Charles Miller, Chief Steward S. S. Prospero, Mullock St., City.
James Daley, buyer, George Knowling, Ltd., LeMarchant Rd., City.

SECOND CLASS.

Joseph Mullenow, Gallipoli hero, wife and child, City.
Miriam Daniel, daughter of Mr. P. Daniel, of the Palace, Quidi Vidi Road.
Mrs. W. Dodd, P. J. Fitzpatrick.
A. Power, J. T. Sparrow.
W. Moore, Freshwater Road, City.
E. Greening, John Costello.
W. Guzwell, D. Griffiths.
Miss Elizabeth Pilley, Thos. Whelan, Arthur Guilfoyle, Hr. Grace.

OFFICERS AND CREW.

William J. Martin, Captain, St. John's.
William James, Chief Officer, St. John's.
John R. King, Second Officer, Arichat, N.S.
Philip Jackman, Third Officer, Renewes.

Michael F. Power, Bosun, St. John's.
J. V. Reader, Chief Engineer, Halifax.
Thomas Lumsden, Second Engineer, St. John's.
Eric H. Collier, Third Engineer, St. John's.

Herbert Taylor, Fourth Engineer, St. John's.
Charles Snow, Second Steward, St. John's.
Cecil Carter, Wireless Operator, Hayti.
Bernard J. Murphy, Assistant Operator, Liverpool.

Miss Margaret Kehoe, Stewardess, St. John's.
Jacob Pinsent, Carpenter, Pool's Island.
Fred. Guthrie, Second Cook, Liverpool.

J. McKinnon, Baker, Glasgow.
Ramon Rez, Messroom Steward, Spain.

John Johnson, Pantry, Walter, St. John's.
Charles Reels, Walter, St. John's.
James Dwyer, Walter, St. John's.
Alex. Fleet, Walter, St. John's.
Hy. Dodd, Walter, St. John's.
Hy. Snow, Walter, St. John's.
P. Lynch, Walter, St. John's.
Gordon Ivany, Walter, St. John's.
Austin Whitten, Walter, St. John's.
Stan Squires, Walter, St. John's.
Jos. C. Moore, Walter, St. John's.
Stan Foley, Walter, Grey Islands.
Fred. Roberts, Walter, St. John's.
M. Dunphy, Walter, St. John's.
Ed. Timmons, Oiler, St. John's.
Jno. Davis, Oiler, St. John's.
Thomas Hennebury, Oiler, St. John's.
A. Moody, Butcher, New Hampshire.
Alf. T. Hatchard, Sailor, Poole, England.

Geo. Crocker, Sailor, Greenspond.
Geo. H. Curtis, Sailor, Southampton, England.

Jno. Lambert, Sailor, St. John's.
Wm. Walters, Sailor, Trinity.
Thos. Green, Sailor, Fernesse.
Arthur Gover, Sailor, Trinity.
Charles Bailey, Sailor, Port Rexton.
Jos. Barry, Sailor, Greenspond.
Wm. Molloy, Sailor, Cape Broyle.
Wm. Dooley, Sailor, St. John's.
Jno. Power, Sailor, Paradise, P.B.
Tore Scarie, Fireman, Spain.
Jose Fernandez, Fireman, Spain.
Jose Mendez, Fireman, Spain.
Tomas Garcia, Fireman, Spain.
Francisco Serna, Fireman, Spain.
Manuel Tavor, Fireman, Spain.
Manuel Rodriguez, Fireman, Spain.
Alejandro Garncero, Fireman, Spain.
Francisco Nartin, Fireman, Spain.
Gerardo Rodriguez, Fireman, Spain.
Jose Vila, Fireman, Spain.
F. Bequira, Fireman, Spain.
E. Rodriguez, Fireman, Spain.

ABOUT THE PASSENGERS.

Mr. J. S. Munn is Managing Director of Bowring Bros. Ltd., also Managing Director of the Red Cross Line, and was making the trip to Halifax in company with his little four-year-old daughter Betty. Mr. Munn was to meet his wife, who is now abroad, and go south for the winter, mainly on account of Mrs. Munn's health.

Mr. Thomas McNeil, Manager of the well known T. McMurdo's Drug Stores, is married to a daughter of the late Hon. A. M. Mackay and has three children.

Mr. Alex. Ledingham is a brother of the late Captain James Ledingham, Royal Nfld. Regiment, and a veteran of the Canadian Forces.

Messrs. Jack Parsons, Frank Chown, Fred. Snow, Ralph Burnham (Continued on 6th page.)

STOP & SHOP

AT

BLAIR'S Great WHITE SALE

if Saving Money Interests You.

We can more especially save you a big pot of money on Ladies' Readymade White Goods.

Before the war the economical and diligent housewife would buy piece goods and remnants and save money by plying her needle to make garments for herself and her family. White Goods in the piece to-day are difficult to get, and in most cases there seems to be no limit to prices, excepting the blue sky. At the moment we are offering Ladies' White Garments away below in price anything that the cleverest needlewoman could make from to-day's materials, and our prices for these goods are in every case as low or lower than those of any firm in the city. But some day they will have to advance fifty per cent. upon the arrival of newer stocks.

BUY NOW—Our Prices Shout Immediate Action.

We are practically giving away Ladies' White Embroidered Camisoles. at 25c, 35c, 45c, 50c and upwards.

Ladies' White Cambric Knickers at 60c, 70c, 75c and upwards.

Ladies' White Embroidered Underskirts at 50c, 60c, 70c, 80c, 95c, \$1.00 and upwards.

No! We didn't steal this lot of Skirts. Some of them perhaps are a bit narrow in the width, but then the price is a very narrow one.

Ladies' White Emb'd Princess Underskirts at \$1.00, \$1.20, \$1.45, \$1.65 and upwards.

Ladies' White Embroidered Night Dresses at 85c, \$1.20, \$1.40, \$1.50, \$1.60 and upwards.

Ladies' Combinations and Chemises appear to be gaining in popularity, and we can show a very special assortment of dainty goods in these.

All the above goods are made from White Cambrics and Longcloths, but we can give you all of them in White Flannelette also at very low prices.

Although we are most enthusiastic about our philanthropic prices for Ladies' White Wear, we can give you a few specials in White Goods in the piece. We are showing:

White Embroidery Cambrics (or Madapolams) 37 inches wide, at 22c, 32c and 37c per yard.

White Organdy Muslins and Irish Linens at pre-war prices.

White Middy Twill for making Middy Blouses, Dresses, etc., 34 inches wide, only 27c yard.

This is very strong and we have even sold some of this for boats' sails, as it has been so difficult to obtain the proper boat sail Drills. But we warn all fishermen to tie up such sails securely at night or in the morning they may find a blouse length cut off.

We have also A lot of White Mercerised or Satin Drills and Jeans in Remnants, averaging 30c yard.

These will wear forever and can be used for multitudinous purposes, as many of the ends match one another. We suggest Ladies' and Misses White Skirts, Jumper Blouses and Coats, Little Boys' Suits, Blouses and Pants, Barbers' and Grocers' Coats, Painters' Overalls.

We have some other White materials that are good values; but we have such small quantities we are not mentioning them, as only the early buyers will get them. Our stock of

White Curtain Scrims is second to none in town. They are the very latest styles, lace and guipure edged, and will appeal to the most fastidious.

While this Sale continues we shall be looking out and offering many other White Goods which we cannot mention here, but which you will find all good values.

HENRY BLAIR.

Evening Telegram

W. J. HERDER, Proprietor

MONDAY, Feb. 25th, 1918.

Pay of the Naval Reservists

We are not in the least surprised at the Advocate's left handed reply to our article on the pay of the Naval Reservists in Thursday's issue, but we are disappointed at a different nature. Yet we are satisfied, as out of his own mouth will be condemned. It is quite obvious that in delivering himself of such literary mountain, our esteemed contemporary was floundering in the mazes of doubt as to what we really meant, and his labored reply fully justifies our charge that the Government is treating this whole matter in a very cavalier fashion. We may not be quite so conversant with the facts as is our editorial friend. Facts are easily difficult things to obtain from the present administration. Figures particularly those of speech a-plenty, but these instead of proving facts, sometimes distort them. Therefore in many instances, and the present is one, we have to accept the ipse dixit of our Advocate's reply as left-handed, we are not ungrateful of the fact that it is, in essence, a corroboration of our own charges and a confirmation of our own arguments. Our contemporary tells us the Government have passed legislation giving the R. N. R. men equal pay with the Regiment. So far so good. (We ask that the relatives of these men take a note of this for future reference in the event of its being repudiated.) Congratulations to the Government. But, to follow the Advocate—the Reservists are not under our Government control, but that of the Admiralty. Precisely. We put forward that statement in our article in these words: "If there is anything in the Admiralty regulations to prevent the pay of our 'jackies' being higher than the English ratings, surely there is no reason why those who are left behind should not receive a sum of money from our own Government sufficient to keep them from want." What is there to prevent that? The Admiralty has nothing whatever to do with any action taken here with regard to making a special separation allowance for the wives and families of our Reservists. It is none of 'my lords' business. The extra allowance has not to be sent to London, for disbursement from there, and it is a miserable excuse to give that the Admiralty would probably put us on our own resources if we paid our boys in blue an extra amount. But assuming that our Government paid this and the Admiralty carried out its threat, could we manage to pull through? The excuse is unworthy and will not wash. It may be quite in order to have this alleged extra pay placed to each man's credit, to be available when all the necessary information (of what nature, please) is obtained, but we fail to see the object of allowing each man's money to accumulate when his dependents may be in need. The men themselves will indeed be highly grateful, when at the end of the war they are handed a large sum, and return to their homes only to find that their loved ones had been suffering extreme privations during their absence, due to the niggardly conduct of those in authority. Of course the fault does not exist with our Government. They accuse the Admiralty. It is nice to have someone upon whom to saddle the blame when you have not a good case. The Naval Reservists can indeed be sure that any money voted them will be paid, and, as well, to the heirs of those who do not return. It will be the country's business to see that, and the Telegram will not be idle in insisting upon its being done. If the opinion has gotten abroad that the Government is keeping back the navy men's pay, who is responsible for it? No one but the Government themselves because they should have arranged, after voting this extra pay that a fair living allowance was paid each and every wife, mother or other dependent, not the paltry twenty dollars or so per month, which is being doled out at present. We did not make any such statement as that attributed to us by our splenetic contemporary, that Naval Reservists families are "starving," but clearly enunciated that the Government should pay them

a sufficient allowance to keep them beyond the reach of want, and we adhere to that, and demand that it be done. To aggravate further the offence of which the Government is guilty, the Advocate requests that any Naval Reservists wives and families who are in need, should apply to the nearest Magistrate. For poor relief we presume! Could insult be further added to injury?

Recruiting.

Last Thursday the Premier and the Minister of Militia discussed with the Recruiting Committee the matter of securing more men for the Regiment and laid before them the present facts of the situation. We have not expressed any opinion of the meeting or of any of the aspects of the question which it presented, because nothing definite of importance has yet been decided; we do so now only to correct any wrong impression which "Patriot's" article, which we printed on Saturday and which we had not space to comment on, may have conveyed to its readers. Our contributor, who always commands attention, has not correctly represented the facts. There was no decision whatever to continue definitely the present "voluntary" methods, nor to abandon finally any thought of selective drafting. There was much discussion on the subject, and several speakers were emphatically in favour of compulsion in some form; while there was nothing whatever to indicate that the Committee as a whole had in any way receded from the position it took in July last. The meeting was merely preliminary, and the only resolution passed was the general one that the Committee pledged itself to do all in its power to assist in the paramount task of getting men enough to keep the Regiment in the line. The particular means to be adopted have yet to be settled.

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

The Knight in the "Tank" at Cambrai.

It is an interesting fact that the Allied armies are depending very largely upon the efficiency and reliability of the well-known Knight engine, on the field of battle. If we trace the history of the European War, a war which has depended very largely on petrol, we find that the Knight engine has been in the thick of it from the very beginning. When the British went over the top to Cambrai, General Byng practically replaced artillery by the "Tank." And the British tank is Knight—"motored," but only after the most crucial tests for dependability ever placed upon an engine, had been given to it by the British Government. The more recently supplied motor transports or lorries furnished the British Government all are Knight—"motored." It was the Knight—"motored" buses and transports that helped to save Paris. For when the famous "taxicab" army went forth from the French capital, the bulk of them were Panhard—Knights. And everyone knows of the fame of the Daimler-Knight—"motored" at the front. It was late in 1915 when came the supreme achievement of the Knight motor. Then it was that the British tanks were designed and the Knight motor was unanimously selected by the British staff. The tank is a veritable moving fort weighing many tons, and possessed of tremendous strength and power. Its success and the lives of its crew depend first and last upon the power plant, for should this fail in even the slightest degree, the tank is doomed. Needless to say, the British know this; and when it came to deciding upon the engines for the tanks, the Knight was specified, and two 6-cylinder sleeve valve "motors" were installed in each tank as the source of power. That without question is the greatest compliment ever paid the sleeve-valve motor, and is the crowning achievement of a long list of notable triumphs which include, among others, the breaking of all the world's records, the acknowledgment in European Motoring Circles that the Knight engine is supreme, the establishment of new British and American records, their adoption by the London Omnibus Company and the Fifth Avenue Bus Company of New York, not to mention many others.

Every Willys-Knight Motor Car is Knight—"motored." Equally staunch is every other characteristic of this famous car. When you want Roast Beef, Roast Veal, Roast Mutton, Roast Pork, try ELLIS'. AWARDED CERTIFICATE.—Mr. C. H. Pope was awarded a certificate of competency at the Board of Trade examination on Saturday last. Open every night till 9.30, Stafford's Drug Store, Theatre Hill.—Feb 23, 1918.

G. KNOWLING, Ltd.,
Naval Stores.
CUTCH, OAKUM, WILMINGTON PITCH,
WILMINGTON TAR, COAL TAR, RESIN,
LINSEED OIL, PAINT, CHAINS, ANCHORS,
BLOCKS, SHACKLES, BAR IRON, ROPE,
GALVANIZED SAIL FITTINGS,
PATENT LOCKS, ETC.
G. KNOWLING, Ltd.
Feb 18, 1918.

The Survivors.

- JAS. DWYER.
CECIL CARTER.
MISS K. CANTWELL.
GEO. MASSEY.
J. P. BIELLY.
ARCH. GARDNER.
MAJOR SULLIVAN.
CAPT. W. J. MARTIN.
CAPT. WM. JAMES.
M. JACKMAN.
JACOB PINSENT.
M. F. POWER.
THOS. GREEN.
JOSEPH FERRÉ.
WM. MOLLOY.
WM. DOOLEY.
A. T. HATCHEE.
GEO. H. CURTIS.
J. T. LUMSDEN.
ERIC COLLIER.
HERBERT TAYLOR.
JOHN DAVIS.
CHAS. SNOW.
J. LEDINGHAM.
J. MOORE.
A. FLEET.
J. JOHNSON.
H. DODD.
F. DOOLEY.
J. CURTIS.
MURPHY.
E. TIMMONS.
L. SNOW.
R. BURNHAM.
PHILIP JACKMAN.
JOS. STOCKLEY.

To-Day's Messages.

LONDON, To-Day. Germans have been raiding British positions at various points.

PARIS, To-Day. No infantry action. Violent artillery duels on French Front.

LONDON, To-Day. Earl Brassey dead.

GERMANY'S PEACE TERMS.

LONDON, To-Day. Livonia and Estonia will be occupied by German police until the date when the constitution of the respective countries shall guarantee their social security and political order. The inhabitants who were arrested for political reasons must be released immediately. Russia will conclude peace with the Ukraine people. The Republic of Ukraine and Finland will be immediately evacuated by Russian troops and the Red Guards. Russia recognizes the annihilation of the Turkish capitulation. The completed demobilization of the Russian army, inclusive of the detachments newly formed by the present Government, must be carried out immediately. Russian warships in the Black Sea, the Baltic Sea and the Arctic Ocean must immediately be sent either to Russian harbors and kept there until the conclusion of peace, or be disarmed. Warships of the fleet which are in the sphere of Russian authority must be regarded as Russian ships. Merchant navigation of the Black Sea and the Baltic must be renewed as stated in the armistice treaty. Clearing away of mines is to begin at once. The blockade of the Arctic Ocean is to remain in force until the conclusion of a general peace. The Russo-German commercial treaty of 1914 must be enforced again, and in addition there must be a guarantee for free export, without tariff, of ores and the immediate commencement of negotiations for the conclusion of a new commercial treaty. A committee of most favored nation treatment at least until 1925. Even in the case of terminations of provisorium and finally sanctioning of all clauses corresponding to paragraph 11 of clauses 5, 4 and 15 of the Ukraine peace treaty, legal and political relations are to be restored in accordance with the decision of the first version of the German-Russo convention. So far action on that decision hasn't been taken. With respect to indemnity for civil damages, this must be in accordance with the German proposal, and there must be indemnification with expenses for war prisoners in accordance with Russian proposals.

ALLIED AIR RAIDS.
AMSTERDAM, To-Day. German papers received here announce several Allied air raids on German towns last week. Bombs were dropped at Wehlan, on Monday, there being three victims of explosion. There was slight damage done to the town of Pirmasens. Bavaria was bombed Wednesday. Several persons were wounded and some damages done to houses. A raider visited Manheim on Wednesday night and some damage was done to houses; a child was killed and a woman and a child were injured the newspapers say.

GERMAN METHODS.
PETROGRAD, To-Day. The advancing German distributing proclamations in Russian territory declaring that resistance is useless as Germany has transferred to the Eastern Front a great army which intends to capture and occupy Petrograd. Narva which lies about eighty miles from Petrograd is preparing for a siege. North of Dvinsk one Russian regiment sent a delegation with white flag to explain to the advancing Germans that it was a mistake as the Russians were not at war. Their offer was met by a volley and the envoys were killed.

THE PROUD RUSSIANS MUST PAY FOR PEACE.
PETROGRAD, To-Day. The peace terms submitted at the Brest-Litovsk conference by the Central Powers were as follows:—Russia should surrender 150,000 square miles of territory having a population of 15,000,000 and pay an indemnity subsequently modified to three billion

rubles. The Central Powers were prepared to return to Russia 1,000 square miles in Qrodo Government Province of Lithuania. Russia should agree not to spread revolutionary propaganda in the Central Powers. The same racial treaty which was abrogated at the beginning of the war should be reconstituted and extended thirty years. Reports reaching Petrograd are to the effect that the newest German demands include the poisoning of all the principal cities of Russia.

WITH AMERICAN ARMY IN FRANCE.
Last night and to-day the German bombardment on various points within American lines north west of Toul was considerably more intense than usual. To-day enemy was more active in many ways, apparently was driven off in every case by the use of grenades and machine guns. The persistent efforts to penetrate American defenses but without success. One patrol was fired upon and driven off while there are considered probably preparatory to a contemplated raid. Large troop movements were going on back of the enemy's lines during the night.

ON THE BELGIAN FRONT.
HAVRE, To-Day. The Germans are multiplying their local attacks on the Belgian front, but these are considered simply feelers. There has been some lively fighting and the Germans have been driven off in every case by the use of machine guns. The Germans have suffered considerable losses on the Yser front without having been able to reach the Belgian lines. Lieut. Thiery, who holds the best fighting record in the Belgian aviation escadrille, was brought down Saturday in a single four, adversaries and fell inside the enemy line behind the front. Thiery had the destruction of ten enemy aeroplanes to his credit.

GERMANS ACTIVE.
LONDON, To-Day. The official statement from British headquarters in France and Belgium to-day says: Early this morning a hostile raiding party was repulsed with loss of 200 men. The enemy's artillery has shown activity southwest of Cambrai and in the Messines sector.

PLOT TO ASSASSINATE GENERAL TUAN CHI JUL.
PEKING, To-Day. A conspiracy to assassinate General Tuan Chi Jul, the former Premier and now War Commissioner, has been discovered by the authorities. A number of arrests, including those of three Japanese, have been made.

War Bread Exhibit.

On Wednesday week, March 6th, the promised exhibition of War Bread which is being promoted by the Food Control Board, will take place in the British Hall and it will be opened at 8 o'clock by His Excellency the Governor, and the Prime Minister and other members of the Government. An advertisement giving the conditions for the exhibition will appear tomorrow, but we may say in the meantime that it is proposed to have four classes of bread exhibited, namely: bread made from wheat flour and potatoes; from wheat flour and oatmeal or rolled oats; wheat flour and corn meal; and wheat flour and a mixture of all these adulterants. First and second prizes will be given for each class, the first to consist of a barrel of flour and the second of a half-barrel of flour (or bag of 56 pounds). Another class will comprise cakes, buns, etc., made of the foregoing materials, or others which suggest themselves to intending exhibitors, and similar prizes will be given for these. The city bakers have voluntarily consented to act as judges, and it is hoped that every housewife in St. John's will make it a point to exhibit, which we think will prove an added inducement to women of the city to participate.

How Our Mails Went.

All ordinary letters received at the General Post Office after Noon, the 24th (Thursday) up to 4 p.m. the 23rd (Saturday), were despatched by the Florist. The mail was contained in 22 sacks and 10 baskets, 4 sacks and 6 baskets of which were for England. After the mail despatched by the Florist on Wednesday, only a small bundle of letters were posted and went forward on Thursday the 22nd, by train. So far one bag of mail has been recovered, of which particulars will be as far as possible, be supplied later.

DIED.
Drowned from the Florist, Edgar Proude; funeral will take place on Wednesday, at 2.30 p.m. from No. 32 York Street. At Grand Bank on Saturday, Feb. 23rd, after a brief illness, Martha Jane, beloved wife of Rev. Wm. Grimes, aged 51 years, she leaves to mourn a husband, four children and a large circle of friends. Other papers please copy.

THIS YEAR'S
Boys' Own Annual
AND
Girls' Own Annual.

The Christmas Number of THE SPHERE.
THE ILLUSTRATED LONDON NEWS.
THE GRAPHIC.
HOLLY LEAVES.
THE SKETCH.
GARRETT BYRNE,
Bookseller & Stationer.
Feb 25, 1918.

Overland

150,000 Last Year!

—the enormous annual output of Overland motor cars!

Many thousands of them went to all parts of the world. The Overland is indeed the international motor car because it is made on a scale of production which permits a value unapproached.

Appearance, performance, comfort, service, price—all these essentials of the ideal motor car are distinct Overland advantages.

For instance, note the "85-Four" shown here. A car of great power, but so simple to operate that a child can drive it. Sturdy, dependable, so satisfactory that it has won the enthusiasm of everyone who ever owned one.

T. A. MACNAB & Co.
City Club Building,
Distributors for Newfoundland.

WILLYS-OVERLAND, Inc.
375-A Toledo, Ohio, U. S. A.

Here and There.
The Star R. R. & B. Committee are holding a Card Tournament in their Club Rooms (upstairs) on Tuesday night for charitable purposes.—Feb 25, 21

POSTPONED EVENTS.—Owing to yesterday's terrible tragedy the hockey match between the City and King's College teams has been postponed. The regular meeting of the B. I. S. which was to take place yesterday was also postponed. A number of card tournaments and other social functions which were set down for tonight have been set aside for a similar reason.

To Cure a Cold in One Day
Take LAXATIVE BROMO QUININE (Tablets.) It stops the Cough and Headache and works of the Cold. E. W. GROVE'S signature on each box. 30c. mon

EXPRESS PASSENGERS.—The following first class passengers are on the incoming express:—A. C. Gregory, J. C. Pratt, E. G. Cousins, Mrs. E. G. Cousins, J. T. Hughes, G. W. Walker, E. J. Russell, C. J. Cantwell, W. H. Jones, Alex. McDonald, Mrs. R. Bugden, T. Rossiter, R. Noseworthy, J. Bransfield, W. H. Trask, Mrs. Trask, F. Hartley, J. Webster, Robt. Gordon, Oltre Batt, A. Parrell, H. Sheppard, G. Coft, J. Smith, W. Carter, G. W. Cole, A. T. Tuff, R. Hunt, R. Allison, J. H. Beclair, R. Randall.

You can depend on Stafford's Drug Store, Theatre Hill, being open until 9.30 every night. Feb 25, 1918.

Photographic Paper.

Velox Gas Light Printing Paper.

We have just received a fresh shipment of Velox Gaslight Paper of different sizes; also

Post Cards
in packages and gross. Get your supply now at

Tooton's,
The Kodak Store,
320 Water Street.

WALTER GARF, Rec. Sec'y.

LET US FILL YOUR ORDERS FROM FRESH SUPPLIES.

ELLIS & CO.,
Limited.
203 Water Street.

Fresh New York Turkeys.
Fresh New York Chicken.
Fresh New York Ducks.
Fresh N. Y. Corned Beef.
Rounds Corned Beef.

FRESH COD FISH.
FRESH HERRING.
FRESH CAPLIN.

Ripe Tomatoes.
New Celery.
Carrots and Parsnips.
Fresh Lettuce and Parsley.
Cabbage.
Beetroot.
Spanish Onions.

FRESH OYSTERS.
FINNAN HADDIES.
FRESH KIPPERS.

Ripe Bananas.
Desert Apples.
Barbecued Peas.
Palermo Lemons.
California Oranges.
Grape Fruit.
Rhubarb.

BAKED APPLES in Tins.

Canned Lobster.
Canned Salmon.
Canned Halibut.
Canned Cod Tongues.
Skipper Sardines.
French Sardines.
Norwegian Lax.
Anchovy paste.
Shrimp Paste.
Salmon Paste.
Grove Oysters.
Boneless Cod Fish.
Flaked Cod Fish.

Remember Our
Phone, 482 and 786.

TORIC LENSES

ARE MORE BECOMING THAN FLAT LENSES.

The edges of Toric Lenses do not show as prominently as those of flat lenses. They fit in close to your eyes. You will find Torics much more becoming and useful. They give you a wider, clearer field vision. You should know about Toric Lenses. Let us explain them.

R. H. TRAPNELL,
Eyesight Specialist,
St. John's.

Canada's Most Famous TOBACCO.

IMPERIAL MIXTURE
HUDSON'S BAY COMPANY

Hudson's Bay Imperial Mixture. This choice brand of Tobacco can now be had at

CASH'S Tobacco Store,
Water Street.
MINARD'S LINTMENT CURES COLDS, ETC.

Awful Marine Tragedy.

Ninety - Nine Persons Lost Their Lives, While Forty are Reported Saved.

(Continued from 2nd page.)

and Ed. Berteau were leaving for Toronto to join the Imperial Flying Corps.

Mr. W. E. Bishop belongs to Burlington, where his wife and children reside. Mr. F. C. Smythe is manager of the Woolen Mills, has been living in St. John's for several years and has a wife and four children.

Mr. James H. Beggs, of Curling, practically one of the largest business men on the West Coast, is married and has a wife and family.

Mr. James McCoubrey, Assistant Manager of the Standard Mfg. Co., is a prominent member of the S.O.M. is married, and his wife resides in the city.

Mr. C. H. Miller, Manager of the U. S. Picture and Portrait Co., has two sons in the city; his wife died a few years ago.

Major M. Sullivan, of the Forestry Battalion, was returning to England where his wife and two children reside.

Capt. Joe Kean, of Bowring's Coastal service, was going to Halifax to bring down the sealing steamer Sable I, recently purchased by Baine, Johnston & Co.; he has a wife and two children.

Mr. M. O'Driscoll, of Job Bros. & Co., has a wife and several children living in the city.

Mr. W. Butler, shipwright, is a son of Mr. H. S. Butler, shipwright, and has a wife and three children.

Mr. M. Connolly, butcher, has two daughters: Mesdames Dodd and Atkinson of this city.

Mr. J. Connolly, son of Mr. M. Connolly, has a wife and four children.

Mr. W. Moore has a wife and six children.

Mr. P. Laracy, Manager of the Crescent Picture Palace, has a wife and four children.

ABOUT THE CREW.

Capt. Wm. Martin has been with the Red Cross Line for many years, having succeeded Capt. Clarke. Capt. Martin has a wife and two children living in the city.

Second Officer John R. King, whose body has been identified, has been attached to the Florizel since coming to the county. He also served on several other ships of the Red Cross Line and was a general favorite with the men in the service. Though offered the position of Chief Officer on many occasions, he declined, always claiming it was a position for a younger man. He leaves a widow and family at Halifax. Capt. King of the Sable I is a son.

Chief Officer James was chief of the Stephano when she was torpedoed; he later was master of the s.s. Ranger, but replaced Chief Officer Tucker who was compelled to remain ashore, being quarantined. Chief Officer James is married and has three children.

Carpenter Pineson belongs to Pool's Island but has resided in the city for some time. He was unmarried.

Bosun M. F. Power has a wife and one child, who reside on Prescott St.

Chief Engineer J. V. Reader has a wife and two children living at Halifax. He has been in the Red Cross Line for 25 years.

Second Engineer T. Lumsden is the eldest son of Mr. A. K. Lumsden of J. S. Baird, Ltd., and lived on Cochran St.

Third Engineer Eric Collier was married a few months ago to Miss Elsie Mott, daughter of Mr. and Mrs. H. Y. Mott, and resided on Forest Road.

Fourth Engineer Hubert Taylor is a son of Mr. and Mrs. John Taylor, Baxter's Hill; unmarried and lived with his father.

Second Steward Charles Snow, who was acting chief this trip in place of Steward Jones, who remained at New York to undergo an operation, has been attached to the Florizel for several years. His wife, formerly Miss Roberts, of this city, and one child now reside in New York.

Baker McKinnon is a native of Glasgow and is married, his wife living in the city.

Butcher A. Gaddy, of New Hampshire is married and lived in the city.

Third Mate Phillip Jackman is a native of Renews and was recently married.

Second Baker Jos. C. Moore has a wife and six children residing on Hamilton Street.

Pastry Steward Jno. Johnson lived at 39 Gower St.

Walter Hy. Snow, unmarried, is a brother of Second Steward Charles Snow, and resided at 19 Field St.

Walter Jos. Dwyer is a son of Mr. Jos. Dwyer, John St.

Walter Hy. Dodd is a son of Thos. Dodd, cabman, and unmarried.

Walter Patk. Lynch is a son of Mr. Frank Lynch, Prospect St., and unmarried.

Walter Stan Squires is unmarried and lived with his father, Diver Wal-

ter Squires, at 9 Tessler Place.

Walter Austin Whitten is a son of Mr. Geo. Whitten, of the South Side.

Walter Stan Poley, unmarried, hailed from Grey Islands, but resided in the city.

Sailor John Lambert, married, of this city, is one of the best known of his calling here, and for years was engaged in the coastal service.

Sailor Wm. Walters, of Trinity, resides in the city.

Walter M. Dunphy joined the ship only quite recently and was formerly engaged on the coastal boats, practically since the inception of that service.

The firemen, all Spaniards, resided in or near Brooklyn, N.Y. No particulars concerning the other members of the crew were available yesterday.

The stewardess, Miss Margaret Kehoe, belong to this city and was formerly on the Prospero.

Personal Experience

OF MR. A. E. GARDNER, WHO WAS AMONG THOSE (TOO FEW ALAS!) SAVED.

The s.s. Prospero, Capt. Parsons, arrived from the scene of the wrecked Florizel at 12.15 p.m. to-day, and docked at the Red Cross pier. Numbers of people anxious about their friends had assembled at the entrance to the wharf where a detachment of the Royal Nfld. Regiment was drawn up under arms for the purpose of checking any rush to the wharf. A squad of police under Inspector Grimes, assisted the soldiers. No persons but the immediate relatives of the survivors on board the Prospero and press representatives were allowed near the ship. The steamer brought nine survivors, two of whom were passengers on the Florizel, viz. Messrs. A. E. Gardner and Kieley, the remaining seven being a portion of the crew.

From Mr. Gardner we get the following account of one of the greatest disasters in our annals. The Florizel left St. John's at 8 o'clock on Saturday evening. Weather then fairly clear but about an hour afterwards a blinding snow storm sprang up, accompanied by a S.E. gale, which made navigation difficult, as lookouts could scarcely see a ship's length ahead.

The ship was apparently running at a good rate and every precaution was taken to guard against accident. Passengers were all in bed, sleeping soundly when at 4.50 a.m. Sunday the ship struck ground with terrific force, and every person on board at once knew that something dreadful had happened. The ship was pitched on her berth, those below rushed on deck, some being clad and others semi-clad. A terrible sight met their gaze. The seas were breaking over the ship which was now hard and fast ashore having run on the reef for fully half her length. About five minutes after striking the ship's position was identified as being Horn Head near Broad Cove, the ship having grounded about 200 yards from the shore, full bow on. She immediately took a list to starboard, which rendered more than difficult any attempt at crossing deck or passing fore and aft. After the first shock, the vessel made three or four hard bumps which settled her more firmly on the reef, and great combbers swept her from port to starboard, carrying away wheel house and smoking room in a few minutes. Twelve lives were swept to destruction when the bridge and wheelhouse went, including Captain Joseph Kean, who had previously broken his leg in some way. All day Sunday the weather was wild and stormy, with mountainous seas now coming on board over the stern. In the early forenoon 33 passengers and crew managed to reach the Marconi room, where they remained; the door was broken to matchwood by the force of the seas. Weakened from exposure, Joseph Mulrooney, a returned soldier, died. His wife and child who were on board also, have not been accounted for and it is presumed that they are among the drowned. The body of Mulrooney was laid out on deck from which it was later carried overboard by the waves. The remaining 33 who took shelter in the Marconi house were subsequently saved. Crowds of people lined the beach when daylight came but could not effect any rescue work. Early Sunday morning, one boat from the shore made an effort to get alongside the Florizel but was swamped, without loss of life, fortunately, and no further effort was made for some time. Rescue work from the steamers now at the scene was attempted but had to be abandoned, as the sea was still running too high for work to be carried on and it had to be put off until daylight this morning. Only two of the lady passengers were now left, the others having succumbed to the effects of the weather and exposure, or were washed overboard. Many dead bodies were lying about the docks, and others were drowned in their berths. The Sosa, Hawk, Prospero and Terra Nova were now rendering all assistance possible and though no work could be done yet their presence cheered those on board the battered wreck. There was no panic whatever. When the time came for the survivors to be taken off, the work was conducted in an orderly and disciplined manner. As the boats came alongside, the survivors dropped into them over the starboard side of the ship (being lowest owing to list) one by one, their course over the side being assisted by lines. The most anxious time was spent by those in the Marconi Room as they were fearful of its holding on. Luckily it did so and every one in it was taken off. Four men also were saved who had sought shelter in the oilers room under the forecastle deck. For 27 hours there was no light, no fire, no drinking water, with the waves now thrashing the hull fore and aft. The treatment of the nine survivors brought along by the Prospero was all that could be desired. Nothing was too good and from captain to cabin boy each vied with the other to make them comfortable. The two ladies saved behaved admirably. Mr. Kieley, Manager of the Nickel was in No. 2 stateroom all day Sunday and was only rescued this morning, behaved with the greatest coolness and courage, though being badly frostbitten. Two other passengers in the same room as Mr. Gardner attempted to go forward, but on crossing the fore hatch were swept overboard and drowned. Mr. Gardner only saved himself by clinging fast to the hatch combing. Of the first class passengers, only about half a dozen were saved and of those in the second class probably seven or eight. Major Sullivan leaped overboard and catching a rope from a boat was towed to one of the steamers and hauled safely aboard. Great praise is due the heroism of the men who had their boat swamped in making the first attempt to reach the Florizel. In the Marconi Room everybody was cheerful and had it not been for the strength of the fastenings which held the house to the deck, it is quite possible that not one of the 32 taking refuge therein would have been saved. Very little time elapsed from the time of striking before water commenced to rush in the ship, and the corridors in the saloon soon became miniature rivers. When Mr. Gardner left his stateroom he had to wade through fully 8 inches of water which kept increasing. Third Officer Jackman was badly injured, his nose and upper lip being split in two and his teeth knocked out but he endured it all in a stoical way and by his cheerfulness assisted in keeping up the flagging spirits of the others.

When the Florizel first struck, Mr. Gardner turned out hurriedly and told his berth mate that apparently the ship was going through ice, getting back into sleeping quarters again. Five minutes later he was compelled to make a bee line for the deck, his room mate being with him. The latter, name unknown, in attempting to go forward was carried over the side by a combber which at that instant had come on board. Captain Martin was the last man to leave. The rescue work was carried out under the most trying conditions of wind, sea and current, and many castaways throwing its occupants into the water, from which they were ultimately pulled out.

The Florizel's decks this morning showed a sad, sad spectacle, with the corpses of those, not taken by the sea, lying about. Others were found in their berths and it is thought that the larger portion of those missing were either killed or drowned. It was impossible to save everyone, as the after part of the ship's superstructure, including smoking room, was carried away instantly, and it was here that most of the saloon passengers had congregated. All the boats were broken to splinters in a comparatively short time. One woman was seen hanging near the rail and a man was lashed in the rigging. The scenes were gruesome in the extreme and everyone saved considers it nothing short of miraculous that any were saved. The sailors declared it was their worst experience, and those of the survivors, while rejoicing over their safety, yet feel deeply with the friends and relatives of those who were lost. Mr. Gardner, who lost everything he had, is none the worse after his trying experience.

of until daylight this morning. Only two of the lady passengers were now left, the others having succumbed to the effects of the weather and exposure, or were washed overboard. Many dead bodies were lying about the docks, and others were drowned in their berths. The Sosa, Hawk, Prospero and Terra Nova were now rendering all assistance possible and though no work could be done yet their presence cheered those on board the battered wreck. There was no panic whatever. When the time came for the survivors to be taken off, the work was conducted in an orderly and disciplined manner. As the boats came alongside, the survivors dropped into them over the starboard side of the ship (being lowest owing to list) one by one, their course over the side being assisted by lines. The most anxious time was spent by those in the Marconi Room as they were fearful of its holding on. Luckily it did so and every one in it was taken off. Four men also were saved who had sought shelter in the oilers room under the forecastle deck. For 27 hours there was no light, no fire, no drinking water, with the waves now thrashing the hull fore and aft. The treatment of the nine survivors brought along by the Prospero was all that could be desired. Nothing was too good and from captain to cabin boy each vied with the other to make them comfortable. The two ladies saved behaved admirably. Mr. Kieley, Manager of the Nickel was in No. 2 stateroom all day Sunday and was only rescued this morning, behaved with the greatest coolness and courage, though being badly frostbitten. Two other passengers in the same room as Mr. Gardner attempted to go forward, but on crossing the fore hatch were swept overboard and drowned. Mr. Gardner only saved himself by clinging fast to the hatch combing. Of the first class passengers, only about half a dozen were saved and of those in the second class probably seven or eight. Major Sullivan leaped overboard and catching a rope from a boat was towed to one of the steamers and hauled safely aboard. Great praise is due the heroism of the men who had their boat swamped in making the first attempt to reach the Florizel. In the Marconi Room everybody was cheerful and had it not been for the strength of the fastenings which held the house to the deck, it is quite possible that not one of the 32 taking refuge therein would have been saved. Very little time elapsed from the time of striking before water commenced to rush in the ship, and the corridors in the saloon soon became miniature rivers. When Mr. Gardner left his stateroom he had to wade through fully 8 inches of water which kept increasing. Third Officer Jackman was badly injured, his nose and upper lip being split in two and his teeth knocked out but he endured it all in a stoical way and by his cheerfulness assisted in keeping up the flagging spirits of the others.

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The Importance of REAL COMFORT!

There should be no "near" satisfaction in footwear. A Shoe either fits or it doesn't. A Shoe that fits can mean a world of pleasure—a Shoe that doesn't means a world of woe.

DOROTHY DODD SHOES

for women will dress your feet as fashion demands—will fit your feet faultlessly; thus in gaining style there is no sacrifice of foot comfort. Of course, if you think Shoes are just Shoes, you can get them anywhere. If you are critical, however, and discriminate between ordinary Shoes and the kind that really have style, fit and comfort, you will certainly ask for DOROTHY DODD SHOES.



Whatever your Footwear Needs are we have *Dorothy Dodd* Shoes to meet them.

DOROTHY DODD SHOES ELIMINATE ALL PROBLEMS BUT ONE—DECISION. CALL AND SELECT YOUR SHOES.

A large variety of styles.
A full range of sizes.

Marshall Bros

We are Sole Agents for
DOROTHY DODD Shoes.

'Ware (not Wear) the White Hat.

By RUTH CAMERON.



RUTH CAMERON

"It's the season of bright hats," says the fashion magazine. Says my neighbor, a man of considerable taste and acumen, and violent likes and dislikes: "Do you know it almost hurts my eyes to walk up the city streets and see these terrible bright colors—yellows and purples and the most fearful reds, one after another! When I come to a dark blue, or something quiet and respectful like that, I feel like taking my own hat off to it."

Do Women Dress For Men?

I wonder if many men feel that way? I have heard it said that women do not dress for men, they dress for other women; but I am not altogether sure it is true.

Personally, I do not mind the bright hats so much—I always did adore bright colors, I was never one of those people who think nature's flaming gold and purple and crimson sunsets too gaudy and really a bit vulgar, and who turn to the chaste and delicate greys and violets in the east and say how much more beautiful they are. I think we have room for gold and purple and crimson in our lives, as well as greys and violets.

But I do like to see the gay, bright colored hat on the right woman.

And I think the right woman is about one in ten instead of the five in ten who are inclined to wear them. The right woman to my mind must have youth, and more than that. She must have clear skinned, well colored youth, a coloring that is just a sure of itself and as unafraid of close inspection as the bold, unabashed reds and purples themselves.

A Sign Post To Sallowness.

To try to brighten up sallowness, to try to distract attention from lines by a bright colored hat is to put up a sign pointing to them.

I have seen, to be sure, a few white haired women with reasonably clear skins who looked very well in purple

hats. They are one of the exceptions which proves the rule. Of course a hat can be too dark to be becoming, but to return to the eternal Bromidion—"there is a happy medium."

Masonville, June 27, '13.
Minard's Lintment Co., Limited.
Yarmouth, N.S.

Gentlemen,—It affords me great pleasure and must be gratifying to you to know that after using 36 bottles of your Lintment on a case of paralysis which my father was afflicted with, I was able to restore him to normal condition. Hoping other sufferers may be benefited by the use of your Lintment, I am,
Sincerely yours,
GEO. H. HOLMES.

Milady's Rondoir.

SLEEPLESS NIGHTS.

We have probably all experienced nerve racking nights when the God, Myshus refuses to visit us and bears us away to the land of refreshing slumber. There is always the nervous irritable day following the night spent in seeking the required sleep which evades us. Unless there is some particular reason for it no one should find difficulty in obtaining seven or eight hours of peaceful unconsciousness each night.

A glass of warm milk or a cup of hot cocoa drunk at night just before going to bed is very soothing to the nerves and sometimes serves as a definite sleeping potion, as an entirely empty stomach often causes sleeplessness. Keeping the feet warm in bed is another little remedy surely open to all, for it does not require much to know that cold feet means that the blood is in the head and thus must be drawn away before sleep can come.

In extreme cases of wakefulness, it is often a good thing to take a hot foot bath just before going to bed and the feet can be rubbed afterward with turpentine which will increase the warmth and pleasant tingle.

As to the bath, it cannot be given too much importance where the health and comfort of the anemic woman are involved. It is absolutely necessary to keep the pores of the skin open for the nerves to be soothed, as the greater part of the body's breath-

BARLEY.

Just arrived per
Steamer:
25 Bags Barley
100 lbs. each.

Also:
100 Bags Green Peas,
150 Bags White Round
Peas,
150 Bags White Beans,
100 Bags Rice, 100's.

Soper & Moore
Importers & Jobbers.
PHONE 480.

animal, as he has a natural side-saddle located between two upright humps and is held to the ground by his feet. The average camel holds the road better than a seven-passenger touring car, and can turn out without having to shift gears. This is owing to the construction of his feet, which are modeled after the top of a sugar barrel. American tourists sometimes become seasick while riding on the upper deck of the restless Egyptian camel, but are unable to dismount without the aid of a rope ladder.

CONSERVING FOOD.



WALT MARCH

I took an ax and killed nine rats, and left them in their gore; and then I borrowed Johnson's cats, and killed a dozen more. And thus I did more lasting good, the kind of good that pays than I could do by shunning food on meatless days. We gladly do without our steak, and our accustomed bread; we're trusting that our course will make the Kaiser soak his head. But what's the use, if we allow the rats to be alive? The grain they eat each day, I savor, would make an army thrive. So let us have a ratless day, a day on which we'll rise, and chase the beastly rats and slay until the last one dies. Then we'll conserve to beat the band, and feed the largest host, and very man in this broad land may have his loaf and roast. No meatless days or wheatless days we need to win the war. If we get busy and erase the pest all men abhor. While men are tightening their belts, and knowing hunger's pain, the nasty rats, dog-gone their peits, are eating up our grain. And so I take down from its perch the sword of Bunker Hill, and through the house for rats I search, and kill, and kill, and kill.

Rann-Dom Reels.

THE CAMEL.

The camel is a massive, thick-lipped beast of burden which is used in Egypt in place of the narrow-gauge railway. As a matter of fact, is vastly superior to the narrow-gauge, as it does not run off the track so frequently and scatters its cargo along the right of way. There are several places in this country where people would prefer to ride on the uneasy prong of a sedate camel than trust their lives and property to a narrow-gauge railroad which has no more sense of equilibrium than a plain drunk on a three-foot sidewalk.

The camel is designed for use in countries where a good drive well is scarcer than petticoats in Peru, as he is equipped with a reserve tank and can go for days without taking a drink. After a camel has imbibed the contents of a 200-barrel cistern, he can strike off into the desert and live on the bristling cactus bush for a month before showing any signs of thirst. If some men would go as long between drinks as the camel does there would be fewer brewery magnates riding around in maroon landaulets and dodging the income tax. We could all copy the abstemious habits of the camel without becoming short of breath after each meal.

The personal appearance of the camel is very disappointing to people who admire symmetry and grace, as he was evidently thrown together in a hurry. He has one of the longest necks on record and, when in the act of eating, his food can be plainly seen wending its way southward. Zoology teaches us that it requires thirty minutes for the food of a camel to pass a given point in his neck, owing to the length of that article and his conformed habit of Fletcherizing his food.

The camel is a very easy-riding

Your Boys and Girls.

Biting the nails is nearly always a sign of nervousness, especially in a young girl. If she does not go to school try to keep her out of doors as much as possible and see that she gets more sleep and more nourishing food. If you put some bitter tasting stuff on her finger tips, she will not want to put them in to her mouth, but it will be much better to teach her to control the habit herself.

Explain to her that if she puts her fingers in her mouth all the time, she may carry dirt into her mouth and that that will make her ill and that she can never have pretty hands if she does not stop biting her nails. I do not think you need be afraid of making her vain, because she evidently has no inclination to vanity or she would not wish to spoil the appearance of her hands.

Offer some little reward that she may earn if she does not bite her nails for a week at a time. The best thing for the first week would be take her to a manicurist or to do the nails at home in the most professional manner possible.

Feds and Fashions.

There are quite a few square necks among the spring frocks.

Scarlet and black is a color combination that is gaining ground.

Some of the French makers are showing dresses with fitted bodices.

The suit will not be worn so much as the dress and separate coat.

Simplicity and economy have a strong influence on the new fashions.

When the costume seems too dull wear a string of beads in bright colors.

Fuchsia colored silk and dull gold embroidery make a pretty combination.

There is nothing more becoming for an evening gown than pale gray satin.

Cost dresses are delightful answers to the problem of the coat and skirt suit.

Revers are worn only on one side of the dress and they are of a contrasting color.

The Persian and Indian notes are emphasized in the cut of the latest Paris garments.

Soutache braid matching the color of the gown is one of the prettiest trimmings.

The edges of a chiffon dress can be trimmed with jet beads and the effect is delightful.

New scrolls and dots appear in veillings, but black, taupe and brown are the chief colors.

Many of the sports hats are trimmed with a cash tied around the crown in simple fashion.

Little girls are wearing plaid skirts and plain tucked waists with linen collars and black velvet ties.

A tall and wiggly quill is the only trimming on a pretty hat of blue satin faced with rose-colored straw.

Just Received:

A large shipment of

Columbia Grafonolas and Records.

U. S. Picture & Portrait Co.
Graphophone Department.

Gossage's Soaps

The Best!
The Sweetest!
The Cheapest!

GEO. M. BARR,
AGENT.

SLATTERY'S Wholesale Dry Goods.

TO THE TRADE.

We always carry large stocks of
English and American
DRY GOODS.

Headquarters for POUND GOODS.

Slattery Bldg., Duckworth Street.

Phone 522.

P. O. Box 236.

Rabbits and Herring.

Ex train to-day:
200 pairs FRESH RABBITS
and
10 brls. FROZEN HERRING
1 lb. tins Soups, 10c.
Milk Powder, 10c. tin.
1/4 lb. tins Plasmon Powder,
15c.
Shoe Polish, 5c. bottle.
1/2 lb. tins Lowrey's Chocolate
Powder, for icing,
etc., 25c.
Silver Polish, 10c. glass jar.
Peanut or Stock Food, 30c.
Condensed MILK, 10c. can.
Pancake or Pudding Syrup,
maple flavour, 30c. bl.

New Goods Now in Stock!

CRISCO, 1 1/2 lb. tins.
Selected Quality HAMS by
the lb.
SINCLAIR'S FIDELITY
HAMS.
BOLLED HAM.
SWIFT'S PREMIUM
BACON.
SINCLAIR'S BACON.
FAMILY BACON, 30c. lb.
QUALITY BACON.

C. P. Eagan

Duckworth Street and Queen's Road.



Open Every Night!

Several complaints have been made about all Drug Stores not being open until a late hour every night. We have decided to keep our Theatre Hill Store open every night till 12.30, but will not guarantee to extend the time any longer.

DR. F. STAFFORD & SON,
Wholesale and Retail Chemists
and Druggists,
St. John's, Newfoundland.

We still have a few Mullford's Vaccinia Shingles left, selling at 20 cts. each.

MINARD'S LINTMENT CURES DISTEMPER.

Advertise in The Evening Telegram

DRESS WARM!

Avoid those unpleasant chills and colds—invest in the surest safeguard—GOOD UNDERWEAR. We are offering a huge stock of the undermentioned articles much under present value while they last.

LADIES' CAMBRIC UNDERWEAR.
 Knickers 55c. to \$1.90
 Nightgowns \$1.55 to \$4.75
 Underskirts \$1.10 to \$4.65
 Camisoles 70c. to \$2.45

LADIES' FLANNELETTE UNDERWEAR.
 Nightgowns, White \$1.30 to \$3.15
 Nightgowns, Stripe \$1.50 to \$2.40
 White Knickers 60c. to 95c.

LADIES' WINCEYETTE UNDERWEAR.
 White Nightgowns 95c. to \$1.25
 White Knickers 95c. to \$1.25

Ladies' New Knit Vests and Pants, 70 cts. to \$2.95 a garment.

SATIN Underskirts,
 \$1.60 to \$3.80.
SILK Underskirts,
 \$5.50 to \$7.00.

LADIES' FLEECE LINED CORSET COVERS
 only 55c. each.
LADIES' EIDERDOWN DRESSING JACKETS,
 \$1.80 to \$3.80.
LADIES' EIDERDOWN DRESSING GOWNS,
 \$3.70 to \$9.50.

Ladies' Moire Underskirts,
 85c. to \$5.30.
Black Sateen Underskirts.
 67c. to \$3.80.

BISHOP, SONS & COMPANY, LIMITED.

PHONE 484. MAIL ORDERS RECEIVE CAREFUL CONSIDERATION.

EARLY MESSAGES

GOVERNOR OF NEWFOUNDLAND DEAD.

LONDON, Feb. 24. (The Reuter's Ottawa Agency.)—Sir Henry Blake died today at his residence, Myrtle Grove, Youghal, Co. Cork, Ireland. Right Hon. Sir Henry Blake, K.C.M.G., was Governor of Newfoundland 1887-88, having been Governor of the Bahamas for the following four years. He was Captain General and Governor in Chief of Jamaica from 1889 to 1897, his term having been twice extended at the request of the Legislature and the bodies of the Island. He was Governor of Hong Kong in 1897-1903 and Governor of Ceylon 1903-7. He was born in Limerick, Ireland, 78 years ago.

RUSSIANS ON THE RUN.

LONDON, Feb. 23. In the last two days the Germans have not met with a single case of influenza, a Petrograd despatch to the Telegraph Co. says. Evacuation of the port of Rerai is proceeding slowly, the soldiers declining to leave. The headquarters of the Russian western army has been removed to Smolensk, 250 miles south of Moscow. The change was made in such haste that the staff lost their way with various armies.

WAR AIMS MEMORANDUM.

LONDON, Feb. 24. (The Reuter's Ottawa Agency.)—The following is the text of the Colson and Dependencies clause of the memorandum adopted at the Socialist conference in London: "The International Socialist movement has always condemned the policy of capitalist Government. Without ceasing to condemn the inter-allied conference nevertheless recognizes the existence of a state of things which it is obliged to take account of. The conference believes that a treaty of peace ought to be signed to the natives of all colonies and dependencies effective protection against the excesses of capitalist colonialism. The conference demands the concession of administrative autonomy for all groups of colonies that attain a certain amount of population and for all others progressive participation in local government. This conference is of opinion that the return of colonies to their former possessors or any exchange of compensations which might be demanded should not impede the making of peace. Those colonies which have been taken by conquest from the belligerent must be made the subject of special consideration of the conference, at which the communities in their neighborhood should be invited to take part, but the clause of the treaty of peace on this point should secure economic equality in all territories for the peoples of all nations, and thereby guarantee that they may be shut out from legitimate claims to raw materials, prevented from disposing of their own products and from their proper share of economic development. As regards especially the colonies of all the continents and tropical Africa, from the north to the south of the equator, this conference condemns any attempt to divide these colonies among the nations of the world which would make the body of one of several nations to exploit them for the profit of capitalists, or to use them for the promotion of the military aims of governments. With reference to these colonies, this conference declares in favor of a system of administration under a league of nations which should be guaranteed, which, while respecting national sov-

erignty would be allied in spirit by the broad conceptions of economic freedom and concerned to safeguard the rights of the natives under the best conditions possible for them, and in particular, firstly, it would take account in each locality of the wishes of the people expressed in a form which is possible to them; secondly, the interests of the native tribes as regards ownership of the land would be maintained. Thirdly, the whole of the revenues would be devoted to the well-being and development of the colonies themselves."

Food Saving.

Editor Evening Telegram.
 Dear Sir,—I beg to draw the attention of the Food Board Controllers to the following facts:
 Meat is scarce and dear and is becoming more so. Last year two hundred thousand carcasses of meat were destroyed by our sealers. These carcasses would average probably 50 pounds each. The saving of these would mean several pounds of good fresh meat for every man, woman and child in Newfoundland.
 It would probably supply meat enough for our Regiment till the end of the war.
 If the Belgians, Poles, Serbians, Roumanians, Armenians, and other peoples, who are feeling the pangs of hunger, could get it, it would be like manna from Heaven.
 If the Germans could get it, they could fight for years to come.
 If the British could get it, they would not have to pay such exorbitant

prices for horse meat as they now have to.

If the Americans could get it while meat would be cheaper in the U. S. Newfoundland threw to the sharks this enormous quantity of seal carcasses last year.

It was a crime only equalled by the skin hunters of the U. S. who half a century ago, exterminated the buffalo herds that roamed in such numbers that their tread used to "shake the continent"—and the meat was left for wolves or jackals, or to putrefy in the sun.

The destruction of so much wholesome fresh meat was always a sin against Nature. Now it is a crime against ourselves and our allies.

Some effort should be made, now that seal meat has grown more valuable than the pelts.

What does the Food Control Board think of it?

What does the N. W. A. think of it? Is it possible to wake up public opinion to the point where it will stop this crime?

This meat could easily be brought in feed or salted, or it could be canned.

In either case it would supply millions with good cheap food, and it would well repay the pioneers in the business.

Just think of it, millions of pounds of wholesome fresh meat thrown away every year by Newfoundland fishermen.

No wonder people say we are so ignorant that we waste more food than would feed ten times our population.

Who is going to make an effort to save this food for our own people and for our allies who are in many cases feeling the pinch of hunger?

Yours truly,
 "WIN THE WAR."
 Feb. 25th, 1918.

Covenant of Silence.

GOVERNMENT EVADES ITS DUTY.

Editor Evening Telegram.

Dear Sir,—When one recalls the ceaseless criticism, and often the unjust and indiscriminate attacks, which the Advocate and its controller, Mr. W. F. Coaker, and the present Premier, the "Silent Doctor," who occupied the position of editor of one of our local papers, used to make up on the management of the Reid Nfld. Railway in years past, one cannot but express surprise at the silence of these men and their associates regarding the inefficient operation of the railway.

They are absolutely silent and inactive notwithstanding the fact that never in the history of the railway has the service been so inefficiently operated, nor the public interest so flagrantly ignored as it is being today, and has been for some time.

The present Executive may be said to have had full and complete control of the Government since last July. During that time they have taken no steps whatever to induce or compel the Reid Nfld. Co. to live up to its contract in the matter of railway operation.

There seems to exist a "Covenant of Silence" regarding the Reid Co.'s neglect of the public transportation facilities under their control.

Not a word is written in the columns of either the Coakerite organs, the Herald and Advocate, of the long delays to the cross-country trains during the past month. On the contrary long explanations, bearing evidence of being inspired have been given to the public as excuses for their inability or neglect in connection with the operation of the system.

The public is told that the storms of this winter are the worst in twenty years, and that the Co. has performed wonders in keeping the traffic moving over the system. The Herald solemnly assures its readers that there are snow drifts "four to seven feet deep over the road from Humbermouth to Codroy," and that "the railroad officials say the rolling

stock is in first class condition," and that "every preparation which sound judgment, could dictate has been made with a view to coping with conditions that now exist."

Such statements are made simply to hoodwink the people who are becoming exasperated by the long delays in the movement of traffic, both freight and passenger, over the system.

I leave it to the judgment of our people to say if the storms of the present winter "have been the worst in twenty years," and if snow drifts "four to seven feet deep" are indications of winter weather of exceptional severity in this country.

It is an undeniable fact that this winter, up to date, has been the most favorable for cross-country train operation that we have experienced for many years.

It is admitted by the Reid Co. officials that east of the Topsalls there has been scarcely any need for the use of snow plows.

It is also admitted that the only section of the whole system over which there has been an unusual snow fall is from Humbermouth to Codroy. They say that over that section of the road there are snow drifts heavier than usual. People from that part of the country writing to city dealers say that the snow fall has been about the average for other winters, and that there are no greater obstacles to keeping the road open than there were any winter for many years past.

Taking as true the railway officials' statement, as published in the Herald, that the rolling stock is in perfect condition, it would then appear that the dispositions of the snow-fighting forces at the disposal of the company are inadequate, and that they are not properly distributed over the system so as to have the snow-clearing apparatus of the road available where most needed. This calls for "sound judgment" which, in view of the long "lie up" on the West Coast, this month, has not been exercised by the management of the road.

Reviewing the "explanation of the break-down" of the operation of the cross-country trains, as given out through the Herald, I find that the company has for the whole system three rotary plows, and that one of these was at Bishop's Falls when its services were required west of Deer Lake. The management admit that the heaviest snow-fall is west of the Topsalls yet half their snow-fighting power is held east of the Topsalls while two or three express trains, with mail and passengers, are stalled on a short section of the road between Humbermouth and St. George's, thus cutting off all communication with the east, and necessitating the return of freight and passenger trains from Bishop's Falls or Millertown Junction. And this in the face of the management's admission that there was nothing to prevent them from proceeding as far as Humbermouth, with good prospects of getting through to its destination within a day or two.

The result of this "efficient management" and the outcome of all "preparations which sound judgment could dictate" are no train communication, no freight nor passenger trains from St. John's to the West Coast, nor from Port aux Basques to St. John's for ten days.

The result of the Company's inability to keep the road open is that a number of passengers have been marooned on trains at Port aux Basques, that the foreign mails inward and outward have been delayed for two weeks, which must have caused not only inconvenience to the trade but very great loss to the business community.

But notwithstanding all this, despite the fact that the country's interest is being seriously neglected, that our communication with the outside world is being jeopardized by the neglect or inefficiency of those responsible for the operation of the system, the Gov-

ernment takes no action, and makes no protest on behalf of the public.

The Advocate and Herald are silent except when offering "inspired excuses" for the break-down of the system, and the rights and interests of the public and the country are being made subservient to the convenience of the Reid Newfoundland Company.

It is worth while for the people to take notice, and enquire the real meaning of the "Covenant of Silence" between the Coakerite papers, and by what influence, and through what quarter has the Reid Company silenced Coaker's criticism of their railway management, and placed the present Government in such a position that they cannot take any action to make the railway company live up to its obligations in the matter of railway operation.

Yours truly,
 ARGUE.
 Feb. 25, 1918.

First News of Spring Fashions

IN

Ladies' HATS.

To-Day

We present for your inspection our first shipment of Ladies'

SPRING HATS

Straws,

Imitation Panamas and Ready-to-Wears.

Come and view the Newest of the New.



FOR SALE!

1 HOUSE on Military Road, with Shop; good business stand.
 2 HOUSES on McDougall Street.
 1 HOUSE on Victoria Street.
 1 HOUSE on Hamilton Avenue.
 1 HOUSE on Spencer Street.
 1 HOUSE on Quidi Vid Road.
 1 HOUSE on Signal Hill Road.
 1 HOUSE on Gower Street.
 2 HOUSES on Long Pond Road, with 2 1/2 Acres of Land; 1 acre cleared. 1 HOUSE on Merrymeeting Road.
 COUNTRY LAUNDRY (concrete building), 1/2 Acre of LAND, suitable for two bungalows or factory, and several Farms in different localities.

Terms of payment made easy. Apply to

JAS. R. JOHNSTON,

Real Estate, Prescott Street.

Advertise in the "Telegram."



Spats will be worn this season by Women to a greater extent than ever before.

The larger demand for Low Cut Footwear means a greater demand for handsome Spats.

WE HAVE THEM!

Colors in Black, Pearl Grey, Fawn and White.

Some of the most attractive styles made.

90c. to \$2.50.

For anything particularly new and Stylish in Footwear, Women who want the best always turn to this Store!

Also, a full line of **Men's Spats at \$1.60** a pair.

PARKER & MONROE, Ltd.,
The Shoe Men.

ONIONS!

Received To-Day:
200 Crates Small Onions.

GEO. NEAL



Two Imperial Forces

RENDERING YEOMAN SERVICE TO THE CONSTITUTION.

Fry's COCOA

THE HIGHEST COCOA VALUE OBTAINABLE

MAKERS TO H.M. THE KING.

T. A. Macnab & Co.,
Wholesale Distributors for Newfoundland.

Mothers! Mothers!

Get Your Boy a Pair of Our Extra Heavy **WATERPROOF WINTER BOOTS.**

Just the Boot for Sliding, Skating, etc.

All sizes. Prices: \$1.90 to \$2.60 per pair.

WILLIAM FREW, Water St.

Your Business Success in 1918

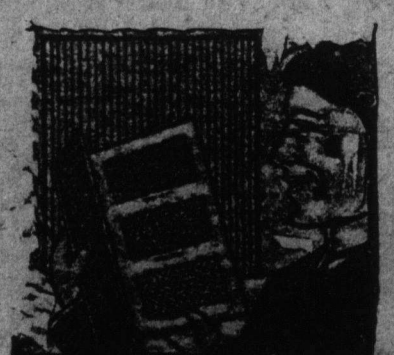
Rests upon the dependability of your service of supply.

Three big facts—big buying power, tremendous production, expert workmanship—stand behind our claims of superior service.

It will pay all merchants to see our spring ranges in

Men's and Boys' Suits, Overalls, Shirts, etc.

Newfoundland Clothing Co., Ltd



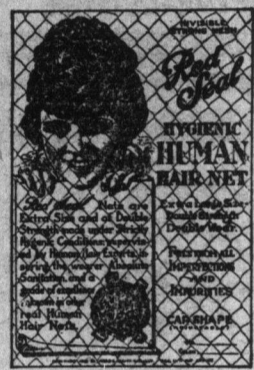
"A Household Word." The Emerson Piano

has become a household word in Newfoundland and stands as a synonym for all that constitutes a musical and enduring Piano-forte.

CHARLES HUTTON,
Sole Agent Newfoundland.

N. B.—Within the last few months I have played on Emerson Pianos that were bought here 25 and 30 years ago, and with the exception of a small portion of the centre, which was a bit worn, the Pianos were practically as good as the day they were sold.

A Full Line of HAIR NETS!



The Slip-On 15c.

Others from 10 to 40 cents.

Black, Brown, White, Grey, Blonde.

R. Templeton



NO MATTER HOW THE FIRE IS CAUSED

if you're not insured, you're a loser. Take time to see about your policies. We give you the best companies and reasonable rates.

PERCIE JOHNSON
Insurance Agent

New Dress Goods

We have now to offer a special selection of Dress Goods lately to hand. As these goods were booked some time ago,

OUR PRICES ARE NOT HALF BAD.

To show that this is not untrue, we will mention a few prices; but we always believe in "showing the goods," and will be pleased to have you call and inspect them.

BLACK MERCERISED POPLINS, a Special Lot, only 50c. yard.

BLACK and COLOURED MERCERISED POPLINS, at 60c., 80c. and \$1.15 per yard.

BLACK and COLOURED CASHMEREETTES at 38c. yard.

BLACK and COLOURED ALL WOOL WHIPCORDS, only \$1.80 yard.

Large Selection BLACK and NAVY DRESS SERGES. Good Values.

SHEPHERD CHECKS from 35c. to \$1.50 yard.

GLACK and GREY DRESS MATERIALS in various makes.

We have a limited amount of **COLOURED ALPACAS and CASHMERES at Old Prices.**

We can still offer a limited amount of our last year's stock of **OUR CELEBRATED SILK CORDUROY VELVETEENS at \$1.70 yard.** We have cheaper ones which are good, but this one will make you look like a Princess.

We have a couple of pieces of **WHITE CORDUROY VELVETEENS, which are fine for Summer or Spring Costume Skirts, as they wash well, and nothing wears better than Corduroys.**

We have at the moment a few pieces left of our last year's stock of **AWNING STRIPED DRILLS, only 40c. yard.** We don't know that we can get any this season, and if so, they will be high.

IT WILL PAY YOU TO STOP AND SHOP NOW WITH

HENRY BLAIR.

IN STOCK:

- 100 brls Apples, No. 3's, Large Baldwins and Starks.
- 100 brls Apples, No. 2's, Baldwins, Starks and Ribstones.
- 150 brls Apples, No. 1's, Baldwins, Starks, etc.
- 50 crates Choice Texas Onions.

Paper Bags—all sizes.

BURT & LAWRENCE,
11 NEW GOWER STREET.

Reid-Newfoundland Co

FREIGHT NOTICE!

Freight for S.S. HOME will be accepted to-day, Monday, February 25th, at the Freight Shed, for South Coast points.

REID-NEWFOUNDLAND Company

Would You Like to Own Shares in a Company that is making a Semi- Porcelain container to take the place of Glass, Wood and Tin?

Do you know anything about the tremendous profit possibilities of such a company? We have all the particulars and can satisfy you fully as to growth and profits.

J. J. LACEY & CO., Ltd.,
INVESTMENT SPECIALISTS, CITY CHAMBERS,
(Over Royal Bank of Canada.)

Tinned Meats.

Bungalow Pork & Corned Beef, 6's.

- | | |
|-------------------------|-------------------|
| Corned Beef, 1's & 2's. | Luncheon Sausage. |
| Roast Beef, 1's & 2's. | Vienna Sausage. |
| Mutton, 1's & 2's. | Potted Meats. |
| Lunch Tongue. | Corned Beef Hash. |
| Ox Tongue. | Oxford Sausage. |
| Ox Tongue—Glass. | Minced Collops. |

Morton's Soups, in 2 lb. tins.

MEATS in glass Cooked Ham, Dried Beef, Lazenby's assorted Potted Meats

- | | |
|-------------------------|------------------------|
| Chicken a La King. | SOUPS. |
| Welsh Rarebit. | Campbell's Assorted. |
| Graced Spaghetti. | Heinz Cream of Celery. |
| Spaghetti Meat & Chili. | Cream of Green Pea. |
| Spaghetti and Cheese. | Tomato. |
| Boned Chicken. | Lazenby Soup Squares. |
| Fried Liver and Bacon. | Gong's Soup Squares. |
| Curried Chicken. | PORK & BEANS. |
| Cambridge Sausage. | Armour's, Libby's. |

BOWRING BROTHERS, Limited,
Phone 332. GROCERY DEPT. Phone 332.

J. J. ST. JOHN.

BIG DROP IN PROVISIONS.

We carry a large stock and our prices are lower than the other man's. Touch in and see.

450 brls. VICTOR FLOUR, 200 brls. FIVE ROSES.

250 brls. BOBIN FOOD, 150 brls. VERBENA.

100 brls. DAILY BREAD.

120 puncheons BEST BARBADOS MOLASSES.

125 brls. PORK at \$42.50 and \$45.00 brl.

25 brls. BEEF at \$30.00.

1,000 bags CATTLE FEED.

500 bags GLUTEN FEED, \$4.00.

550 bags WHITE & MIXED OATS, 600 bags BRAN.

J. J. ST. JOHN,
180 and 182 DUCKWORTH STREET.

Typewriters at a Bargain!

A FIRST-CLASS Typewriter at \$65.00.

Exactly the same as that we sold to one of the largest local manufacturing companies 5 years ago, and of which, writing to us in Nov. of last year, they said: "The Typewriter purchased on March 4th, 1911 is exactly the same as you represented it at the time of sale, and is still giving entire satisfaction." You can have the same service and the same satisfaction if you buy your Typewriter from us, for every Machine we sell carries with it a DOUBLE GUARANTEE—the Manufacturer's guarantee and our guarantee.

We have also just received a TYPING MACHINE UNDERWOOD TYPE WRITER, only one, you get it for \$65.00, which is from \$50.00 to \$75.00 less than you can buy this Machine anywhere to-day. Come in and see it. If you can afford to pay \$50.00 for a Typewriter, come in and see the No. 7 REMINGTON we have, last year selling at \$50.00; you never saw a greater bargain. No excuse to us without a Typewriter now—at these prices it is a necessity. Remember we guarantee them, and remember we are saving you from fifty to eighty dollars, according to the Machine you buy.

DICKS & CO., Ltd.
Office Appliance and Loose Leaf Specialists.

Insure with the QUEEN.

the Company having the largest number of Policy Holders in Newfoundland.

Every satisfaction given in settling losses.

Office: 187 Water Street, Adrain Bldg. P. O. Box 111.

Telephone 658.
QUEEN INS. CO.

GEO. H. HALL,
Agent.

Right on the Job

I wish to inform my many customers that I am now residing at my place of business, No. 11 Leinster Road, and am prepared to make deliveries night, noon or morning any day in the week. If my services are urgently needed, or any orders placed at Parsons' New Drug Store, Phone 688, will be taken care of.

A. PITTMAN,
PLUMBER, STEAM & HOT WATER FITTER.

P. S.—Remember, I always personally supervise my own work.

MILNARD'S LINIMENT CURES GET IN COWS.

EIGHT PAGES TO-DAY.

WEATHER FORECAST.
TORONTO, Noon. — Gale east to west with rain, clearing during Wednesday.

VOLUME XXXX.

Perfect Roofing

2 and 3 ply BLACK KOTE RUBBER ROOFING. Requires no paint, lasts as long as the roof. Tins and Cement with each roll.

FELT FOR HORSES.
Blue Felt Sweat Pads.
Blue Felt by the yard.
Blue Felt by the square.
5-8 IRON SHOE RIVETS.
3 oz. SHOE TACKS.
O'SULLIVAN RUBBER SOLING.

Harness.

We manufacture Carriage Harness and have in stock:
**LEATHER REINS.
LEATHER TRACES.
WINKERS.
CARRIAGE PADS.
CARRIAGE BREECHENS.**

WEYLE'S HARDWARE.
(Opp. Bowring Bros.)

TO LET.

- BUILDING on the South Side of WATER STREET, at present occupied by MESSRS. A. & S. RODGER as a Dry Goods Store. Possession given May 1st next.
- BUILDING at corner of JOB'S COVE and WATER STREET, comprising shop and two upper stories. Possession given immediately.
- DWELLING with all modern conveniences over shop on North Side of WATER STREET, occupied by MESSRS. TRASK & COMPANY. Possession May 1st next.
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