

(Continued from page 3)
MIKE CLANCY AND THE WELSH MASCOT

The goat's last jump struck the parapet, and he lay there motionless as a woden one. Once he staggered to his feet, but his head dropped, he trembled, and fell again. With a piece of barbed wire they fished in the rope and pulled the wounded warrior into the trench.

"The bullet of the Hun had only struck him in the fleshy part—in the same part where Billy struck the officer. In a week after Billy was well, and to-day he can burnish the inside of a meat tin wid wan lick.

"A motor-car can leave an unseen somethin' in the air, but you can almost see the trace Billy leaves. It's me that's thinnin' Lacy, the Venus of Milo would hold her nose if Billy got loose in the Louvre."

P. E. I. Potatoes

Due on Monday, May 17th

400 BAGS

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George Neal

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To the Fishermen

SALT :: SALT

IN CURING FISH, the better the salt used, the better standard of fish obtained.

Analyses made last year by D. J. Davies, Esq., B.Sc., F.C.S., Government Analyst at St. John's, has proven that of all the FISHERY SALTS imported here

Torre Vieja Salt

is the BEST, being practically free of noxious matters such as LIME or MAGNESIA, which is apparent in other salts.

Use TORREVIEJA SALT and have the best results.

TORREVIEJA SALT is almost exclusively used in Norway and Scotland.

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ST. JOHN'S

Two Big War Pictures

JUST OUT! TWO GRAND BATTLE PICTURES IN COLORS. "The sinking of the Emden," the famous sea fight in which the gallant Australian cruiser, "Sydney," cornered and destroyed the terrible German raider, "Emden," which had captured 21 unprotected British merchant ships, causing a loss of about \$2,000,000.00; the companion picture shows the exploit of unparalleled bravery in the Battle of Mons, when three British gunners drove from the field, with one machine gun, a German battery of 12, for which those heroes were decorated with Victoria Crosses. These GRAND ACHIEVEMENTS BY BRITISH ARMS are depicted, TRUE TO LIFE and in vivid colors, in these TWO MARVELOUS DOUBLE PICTURES, Size 19 x 22 inches. PRICE 20c. EACH. Agents Wanted Everywhere to sell these pictures on commission. Every home in this country will want this splendid pair of pictures. WE WANT AGENTS to represent us in every locality to sell these pictures, framed and gilded; also solicit orders for future delivery. We always extend date of delivery to suit the convenience of our customers. Two samples by mail prepaid for 40c. in postage stamps.

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Mr. Coaker Address The Assembly on the Sealing Bill

Makes Noble Plea for the Newfoundland Toilers

Strongly Condemns Government for Arrest of "Terra Nova" Strikers --- Say F.P.U. Fully Justified in Asking Kean's Arrest --- Has No Personal Animosity Against Kean --- Petition Was Spontaneous Result of Spaniard's Bay Convention

With regard to the Sealing Bill now before the House, there are a few changes in some of the clauses which we should like to make. The first section, which provides that the men be sent only a certain distance from the ship, we consider utterly impracticable, for it is impossible for anyone to fix the distance which the men may travel from the ship on the ice. We would therefore ask that this clause be erased from the Bill when it goes into Committee.

The second clause, which provides that the right of property in panned seals shall cease after twenty-four hours, that for each ten seals there shall be a flag, and that upon each pole shall be marked the date and hour of killing, it will be absolutely impossible to carry out at the seal fishery. It is useless to expect men to mark up on the pole the day and hour of the killing of the seals. The Catalina Convention decided to ask the Government to pass a bill dealing with the right of property in panned seals, and their wish is that the right of property should cease after 6 o'clock on the morning following the day of killing. If such a provision as this were made, we believe that seven-eighths of the trouble incurred through men being exposed on the ice would be done away with. If this bill is submitted to a Select Committee, as has been proposed, I trust we shall be able to induce this Committee to insert a provision to this effect.

As to the men not leaving the ship until an hour before sunrise and arriving on board the ship within an hour after sunset, we believe that this is a step in the right direction, and we hope it will be possible to carry out such a provision. The only thing to do is to test the possibilities, and if the regulation meets a need, it can be continued. I do not think the men themselves could have any objection to such a provision in the Bill.

We must object to any restrictions being placed upon the taking on board of panned seals at any hour during the night. If we were to debar the ships from loading seals from the ice after sunset, it would spell ruin to the voyage. We must permit the ships to take on board all the seals they possibly can during the night.

To the clause providing sails for the wooden ships we have no objection. The sails can do no good, neither can they do any harm. They should not be depended on to accomplish much, for, as a rule, sails are so seldom used that they are not to be relied upon in case the engine does give out.

One clause of the Bill provides that the mate or captain shall be a certificated man. This section we consider rather severe, as many of the best sealing captains have been almost illiterate and they knew nothing whatever about the rules of navigation. I quite agree with the suggestion that there should be a certificated man on board, holding either a Master's or Mate's certificate, but it should not be compulsory that such a man be master or mate on board of the sealing steamer.

The F.P.U. at Catalina Convention decided to ask for a Board of Examiners to examine all officers in charge of sealing steamers, the Board to consist of three experienced sealing captains, so that before a sealer could be appointed to the position of Second Hand or Master Watch, it would be necessary for him to secure a certificate of competency from this Examining Board. This we consider essential, in view of the excuses made in connection with the Newfoundland disaster last year, as it has been thought that some of the officers in charge of the men at that time were not as competent as they might have been.

I do not think the Committee could object to this proposal as its only object is to place competent officers in charge of the men while they are on the ice, and the only means of judging their competence is by examination.

With regard to the clause resulting from the Sealing Commission's report, providing a thousand dollars compensation for the loss of life from exposure or through injuries sustained by exposure on the ice, I would say that this clause fully covers the recommendations made at the Catalina Convention of the F.P.U., and we give it our hearty support. You will find that in the future captains will be much more careful of their men and will value their lives more than they have done in the past. When the captains realize that for each man who dies on the icefloes or who is injured by exposure, the owner of the ship will have to pay a thousand dollars, they will think twice before they send the men on journeys entailing a large amount of risk. If the right of property in seals is done away with, as has already been suggested, it will mean that the men will not be sent so far away from their ships to pan seals. Consequently, the incidental risks of storms and blizzards overtaking the men will be avoided, and the danger to life diminished.

Respecting the food on board the sealing steamers, it has been found that one pound of bread three times a week is not sufficient. It is desirable that the law be amended to provide one pound per day. There are some ships which now provide that amount, and on the larger ships it is quite possible to supply that quantity. There should be no reason why the men should not be supplied with sufficient soft bread for their use. With regard to fresh beef, we hoped to have the law amended to insure the serving of fresh meat on Sundays. The law at present states that it shall be served once a week. From the experiences of this Spring, we find that this law was not carried out in every case, and that in some cases, even canned meat was not served once a week. This treatment is not good enough and unless a remedy is applied by the owners and an effort is made to live up to the law, some stringent regulations will have to be inserted in the Sealing Act.

The clause put out of last year's Sealing Bill by the Upper House, which provided that the wooden ships could return to port and land a portion of their crew by the 10th of April, will have to be inserted in the new Bill this year, as present conditions cannot be permitted to continue. Under the clause to which I refer the captains would have the right to take the crew in two parts, one portion for the long voyage and one portion for the short voyage, and the men would sign accordingly.

Then, if the young seals were missed, the captain would be able to make for a port and discharge the short voyage men, while those shipped for the long voyage would continue. The long voyage men would then know that they had shipped for the long voyage, and if any trouble ensued, they could be punished for refusing duty. It would be advisable for the younger men to ship for the longer voyage as they would be able to remain out, while the family men, if they missed the seals in March, would require to get home as soon as possible to prepare for the season's cod fishery. Had this clause not been cut out by the Upper House last year, some of the trouble which has existed on board of the wooden ships during the past two Springs would have been avoided. Unless some arrangement of this sort is made, the same trouble will occur from year to year, until, eventually,

there will be a riot and probably loss of life on board of these ships. My chief desire in this matter is to prevent strikes and unpleasantness on board of the ships which miss the young fat, and the intention of the clause cut out of last year's Bill by the Upper House was solely to that end. I very much regret the action of that body in interfering in a matter which it was neither qualified nor competent to understand. We had given much consideration to this clause, and had discussed it at several of our Annual Conventions, and the outcome of our deliberations was formulated in that section which provided that steamers be allowed to come to port to land a portion of the crew on April 10th.

I trust, therefore, that when this Bill is considered by a Select Committee, the ousted clause of last year's Bill will be again inserted, and that the Upper House will this time be able to see eye to eye with this Chamber in this connection.

We object to the Government's procedure in arresting the six sealers of the Terra Nova's crew on the charge of refusing to perform duty. We consider that these men have been badly treated. There is no reason why six men should suffer for the doing of one hundred. The Government ought to have seen that these men were tried here in St. John's and have offered them an opportunity to be defended by Counsel. The Government should not have permitted the captain or the owners of the ship to proceed against these men at Channel. They were sentenced to two weeks' imprisonment, a punishment which they have to endure on behalf of all the strikers in the wooden ships this Spring, the object in punishing them being to have an effect in the future upon all strikers in wooden ships. We only want them to get fair play and that they are entitled to and it is the Government's place to see that they receive it. We do not intend to excuse or defend any sealers who do wrong, but we believe that they were justified in refusing to prosecute the seal fishery in pursuit of old seals under the circumstances which prevailed this Spring and under the conditions which existed on board the Terra Nova. They were sentenced for only two weeks and it was fortunate for the Government that the term was not longer, for had it been longer, huge petitions would have been presented to this House asking for their release.

With regard to the disasters of last year, it is a sad reflection upon Justice to say that 78 lives can be lost without anyone being held responsible. As well as the 78 lives lost, there were 21 or 22 maimed for life, and yet, so far as the Government is concerned, there is no one to blame. It has been shown that these men were taken on board after travelling about five hours on the ice to the Stephano. They were then put on the icefloes in the face of a brewing storm, and no further effort was made to ascertain whether they had reached the ship or not. They were misled by the information given them by the captain of the Stephano, when they were leaving that ship, with regard to the course which they had come from their own ship. The course which he advised they travelled, and in took them a mile and a half or two miles out of the proper course and that much further away from their ship. It is a strange thing how Captain Kean, after he had put the men on the ice on that occasion to be followed by a tremendous blizzard, could satisfy himself that they were out of harm's way and had reached their ship in the face of such a storm. He does not seem to have worried very much about them during that night. How a man in his position or under those cir-

cumstances could have contented himself that night by believing that the men had reached their ship, is what I cannot understand. With his vast experience as a sealing captain, it is still harder to understand how he could justify himself in the belief that these men had reached their ship. I am satisfied to believe that on the evening of the blizzard Capt. Kean must have been insane, for had he possessed his ordinary faculties, he could not have arrived at the conclusion that these men were absolutely safe on board their ship. He did not even heed the murmurings and complaints among his own crew.

The F.P.U. had been more than justified in keeping up this agitation in connection with this disaster for the last twelve months. The demand made for the punishment of Capt. Kean had been endorsed by a large proportion of our population. The 10,000 who signed the petition asking for Capt. Kean's arrest knew full well what they were doing. They knew that they would be marked men in so far as securing sealing berths in the future was concerned. They knew that their names would appear in the paper. They knew that the business men with whom they had dealings would not agree with their action, and they knew that the business interest wanted Kean to go to the ice. Yet, with all these facts staring them in the face, they voluntarily came forward and signed the petitions demanding that the Government should arrest Kean, charge him with the crime of manslaughter, and prevent him from any longer sailing to the ice as a sealing captain.

This petition asking for Capt. Kean's arrest was the spontaneous feeling of the Spaniard's Bay Convention and was not a premeditated action. That Convention believed that Captain Kean deserved to be punished, although they knew that the Government had made up their minds to permit him to escape that punishment. We believed that the only way to draw the public attention to the Government's intention to defy justice in Kean's case was to sign petitions and send them to the Governor, thereby doing all that legally remained for the people to do in the matter.

I often wonder how it was that the men did not commit some overt act of violence. That peace was secure and unbroken is a matter for which the Government can take to itself no credit. They did nothing whatever to preserve the peace and they did nothing to carry out or comply with the wishes of the people. On the contrary, they did all in their power to defy the peoples' wishes. They disregarded entirely the actions of the friends of the men who had lost their lives and of those who had been maimed for life. I hope we shall never experience a similar occurrence in this country.

As far as I am concerned, I have no personal enmity against Captain Kean. My opposition to him is based solely upon the fact that he was chiefly to blame for the loss of these men, and that being so, that he should be punished in order to impress upon all sealing masters the necessity of taking every safeguard and doing all in their power, under similar circumstances, to protect the lives of the men under their care. The Government and Capt. Kean defied the peoples' wishes this Spring and Kean went to the ice in spite of the protest of 10,000 electors. It now looks as if he did the very best thing after all to secure his own reputation as a sealing captain. Had he been kept ashore, his friends would have said that the failure of the seal fishery was occasioned by that action and that if Kean had been permitted to sail as master of the Florizel he would have led the ships into the seals,

This being so, the people would have claimed that the action of the F.P.U. in keeping Kean ashore resulted in a failure of the seal fishery. He went, and got as near to the land as he possibly could, and there he spent his Spring. His ship, being the leading one, was followed by the others, and they were all caught like mice in a trap. The result was that they secured in all 20,000 seals. Captain Kean's going to the icefields as captain of the Florizel was the very best thing that could have happened for the F.P.U., for he himself has accomplished this Spring what could not have been accomplished in twenty years by the F.P.U. agitation, as far as showing what knowledge he possesses as a sealing captain is concerned. To the ordinary man it would appear that what the F.P.U. does not succeed in accomplishing is accomplished for us by Providence. To me personally, it would not make any difference whether Kean went to the ice for fifty years as a sealing master or whether he never went. I have a duty to perform and whether it is pleasing or displeasing to Capt. Kean or anyone else, it has to be performed.

The Bill before us provides for a Board of Examiners consisting of three sealing captains. I presume the Government will appoint Capt. Kean as one of those examiners. I believe him fully capable of performing such a duty, and I trust that two other equally capable men will be selected with him to form the Board.

The report of one of the Commissioners who investigated the Sealing Disaster claimed that Captain Kean was innocent of any wrongdoing and that the loss of 78 men and the maiming of 21 others was an act of God. That Commissioner had made up his mind to defend Kean's conduct from the very first, and so he regarded very lightly the loss of the 78 men and the manner in which they were sent to their death on the evening of the 31st of March, 1914. That same Judge last year sent up to this House a Bill to be passed which would punish anyone who ill-treated a cat or a dog. That Bill became law, and to-day if I were to be found striking a dog or a cat with a stick, I would be open to a fine or imprisonment for three months. Yet, this same Judge knew that these men had been enticed on board the Stephano, had been received as guests, and then were placed on the icefloes in a blizzard to die, there being no possibility of their ever reaching their own ship. In view of these facts, it would appear that this Judge had a great deal more consideration for a cat or a dog than he had for the lives of those hundred men who were so treated by the captain of the Stephano. That Judge did not certainly do justice to his feelings or to his conscience when he decided that Kean was blameless. When he is dying, he may confess by what method he arrived at the conclusion that Abraham Kean was guilty of no wrong in connection with the Newfoundland disaster. If he expects to get to Heaven he will certainly have to make a full confession or there will be no hope for him. We therefore expect some day to hear how Judge Johnson arrived at the conclusion that the loss of life in connection with the Newfoundland disaster was simply and solely an act of God.

When this Bill comes before a Special Committee, we shall endeavor to place before that Committee our wishes with regard to any amendments thereto, in order to make sure that the men who prosecute the seal fishery are safeguarded in every way that it is possible for the legislature of this Colony to safeguard them.

Berlin policemen are the best educated in the world. Those stationed in important thoroughfares have a knowledge of several languages, and flags of the nations on their sleeves indicate what foreign tongues they speak.

Berlin has many narrow streets consisting of rows of little shops and lottery booths. From the latter tickets for the Government-controlled lotteries may be secured, and thousands are sold each week. Often the proceeds of the lotteries are devoted to a State fund, and one recently provided money for experiments with Zeppelins.

Police supervision in Berlin is extremely strict. A new-comer to the city is summoned by the police and called upon to give a history of himself. If his statements are unsatisfactory he is requested to go back to where he came from. Strangers in Berlin are provided by the police with a list of "Deuts."