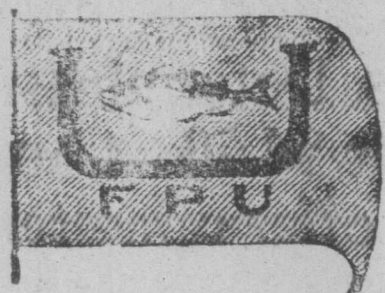


The Bowings Challenge The Power of The F.P.U.

THE MAIL AND ADVOCATE, ST. JOHN'S, NEWFOUNDLAND, MARCH 13, 1915.—2.

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The Mail and Advocate

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ST. JOHN'S, N.F.L.D., MARCH 12, 1915.

OUR POINT OF VIEW

Urge Farmers To Make Special Effort

The usual measure of crop production in normal years are the industry and ambition of the farmer and the prospective profitable market for the products of his labor.

The Canadian farmer of to-day is not lacking industry, the markets, both immediate and prospective for all the products of his energy have never been better, and to these may be added the call from the motherland for help such as can be given by our farmers and by none better if they will, in the way of plentiful supplies of foodstuffs of all kinds for man and beast. Given the effective combination of ability to produce and profitable demand for the product, with the further inspiration of patriotic necessity, surely such a year of farming activity may be anticipated for 1915 in Canada as has never before been seen and as will long live in our annals as the banner year in Canadian Agriculture.

Canadian wheat, coarse grains, meats, dairy products and hay are certain to be greatly in demand by Great Britain and her allies during the period of this war and for many months thereafter. These products of our farms are such that, for the most part, but little time is needed to permit of a material increase in the output. True, only a slightly larger acreage can be devoted to each or any one of these crops than was contemplated or planned for in the fall of 1914. Fortunately,

however, or possibly we should say, unfortunately, the return per acre and therefore the total return of cereals and hoed crops in the country, very largely depends upon cultural methods practised by the individual farmer, as well as upon the area sown thereto. Hence, with every farmer doing his grain seeding better than ever before, handling his hoed crop as it always should be, but seldom or never is, in the way of maintaining a mulch and keeping free from weeds, such an increase return per acre may be anticipated in this country as would astonish the farmer himself and go far toward enabling the country to meet the extraordinary demands the motherland is sure to make upon us.

In crop production, thorough work practically always pays and pays well. A close observance of following points in connection with cereal and hoed crop production in 1915 would work wonders. Let us all try them.

1. Make every preparation possible for seeding long before seeding time comes around. (a) Clean, test and bag your seed. (b) Get your horses, harness and implements in good shape. (c) Anything else that can be done before seeding time, to facilitate or expedite seeding should be most carefully done.

2. Lose not a minute when seed time arrives. Get on to the land at the very first opportunity. Earlier seeding usually means bigger crops.

3. Perform every operation thoroughly.—Do the ploughing well. Disc and harrow the land until a perfect seed bed is prepared. Sow the seed carefully, with no misses from bad driving, no blanks from plugged drills, seed sown not too deep but deep enough according to the character and condition of soil. After seeding roll if the soil is not too damp, then lightly harrow.

4. See that the water furrows run where needed.

5. Keep weeds in check.

6. In the case of hoed crops, even more thorough work, extending until August will ensure success.

7. Do not economize in labor at seed time. A last stroke of the harrow after the seed bed seems perfect usually means extra bushels.

To summarize:

Get ready for seeding now.

Prepare land thoroughly for seed.

Use good seed.

Sow seed early.

Sow seed well.

The result:—Much larger crops of a better product.

Meadows cannot now be increased in area nor can much be done to increase the quantity of hay in 1915.

Not a few old meadows in the eastern provinces, however, might be broken up and sown to oats and peas after thorough working. The returns would surely be much better than if left in hay. This is true whether the crop be harvested green as hay or allowed to ripen for grain. In Ontario and Quebec, these old meadows sown to corn for forage would give the best returns of all. A little extra work before seeding is worth more than a light dressing of manure if such is not available. Hay is likely to be dear; grow other forage crops and be in a position to sell a few tons. Selling hay is bad farm practice but war knows no law.

Forage crops and coarse seeds in abundance mean cheap production of flesh and milk. Beef can thus be

A Goodly Amount Must Be Realized! Take In Every Show!

Week-end Programme:—

MUTUAL WEEKLY—An interesting series of news items.

THE MYSTERIOUS SHOT

A great two-part melo-drama masterpiece. Singularly strong in heart throbs, powerful in its intrigue and teeming with sensational and surpassing incidents.

CHERRY—A comedy-drama, featuring Lillian Walker.

"PUPS ON THE RAMPAGE"—Zoological.

A FLIRT'S REPENTANCE

A coquette who plays with fire is happily rescued from an embarrassing situation 'before it is too late.

HE WANTED A HOUSE—A screaming comedy by the Vitagraph Company.

You Can Help—Also See A Great Show! Come to THE NICKEL—Big Value

readily produced, mutton and pork made abundantly available and milk is under his control, we as Canadian farmers, may do much to help our country, our empire and the great cause of freedom.—J. H. Grisdale, Director Experimental Farms, in the best that is in him and making "Casket."

Findings of the Commission of Enquiry into the Sealing Disaster of 1914

(Concluded)

No Excuse to Risk Life

There is nothing in the contract of service, nor in the gain to the individual sealer which can excuse his life being placed in jeopardy either by himself or by others and in the public interest legislation should be framed for the protection of the sealer both against himself and from those whom he serves. It should not be permitted that the lives of the crew should be endangered by their being placed upon the ice for the night miles beyond the reach of any ship, exposed to all the changes of weather, old, and storm incidental to the Arctic ice floe. It may be that an inevitable accident may render it impossible for men to reach their ship and against inevitable accidents no provision can be made, but we are now considering the case of risk deliberately undertaken for the purpose of securing seals and we are strongly of opinion that such a risk should be prevented as far as possible by legislation.

Stringent Measures

It can only be prevented by stringent measures applicable to captain, crew and ship. We, therefore, recommend that legal effect should be given to the provisions on this subject contained in the schedule hereto annexed. These include a recommendation that it should be made penal for a master to send his crew so far from the ship as to make it impossible for them to do their work and return the same day. A further recommendation is that the work of killing or hauling seals should be limited to the hours between sunrise and sunset, and that within an hour after sunset all sealers should be on board their ships. To put an end to the practice of sending crews hazardous distances it seems to us to be essential that the ship itself, as well as the master and crew should be brought within the scope of the proposed legislation and our recommendation is that

A Liability on the Ship

a liability should be imposed on the ship to make compensation where members of the crew die or suffer injury from exposure through being kept upon the ice at night. It is possible that other precautions may be taken to avoid disasters at the seal fishery in so far as they are due to preventable cause. One of the suggestions made in the evidence before us was that masters of watches should carry on the ice with blue lights to enable them to signal them to ships. Lights spoken of by the witnesses are described as enclosed in a solid piece of wood, weighing about a quarter of a pound, which is set off from the band by pulling a tape attachment. It is obvious, too, that lanterns or electric torches if supplied to the masters of watch might prove useful in enabling a party finding itself away from the ship to make its way in the dark over broken or dangerous ice. It goes without saying that no officer or master of watch having charge of men should be permitted to leave the ship without carrying a pocket compass. An important suggestion is that care should be taken to select competent and experienced persons as masters of watch and that when appointed they should devote themselves exclusively to the care and supervision of the watch entrusted to them and should not themselves engage in the

work of seal killing. The experiences of the Newfoundland crew emphasize the necessity and importance of having as masters of watch men with the qualities of leadership capable of coping with emergencies as they arise. On the one hand we may refer to the unwieldy method by which the crew were in this instance divided into watches and apportioned to the charge of the several masters of watch. It began by allowing each master of watch, according to seniority, to select his men. The first master of watch chose his entire number before the second was permitted to choose, the result being that when three out of four had chosen their parties, those remained unchosen, presumably the juniors and least experienced of the sealers, were given to the care of the junior master of watch who in this case happened to be a young man of limited experience and when, on the night of the 31st, the other watches formed separate groups, arranging for their own protection from the storm, his watch grouped themselves under another master of watch and had the effect of encumbering and curtailing the small space occupied by them to the disadvantage of all concerned. On the other hand we have testimony to the admirable leadership of master

Arthur Moulton

of watch Arthur Moulton, showing that the master of watch on the ice is the most important man at the seal fishery so far as the lives of his men are concerned. So soon as the men halted for the night he ordered those under his control to set to work immediately to build a "gaze" or blocks of ice, thirty feet long and to a height of at least a foot above their heads, and had sides attached at right angles to the ends so as to afford protection if the wind veered in the night. When the wind veered his watch were able, by changing their position, to obtain protection from the side winds so constructed. His thoughtfulness and good judgment were further shown by the prompt removal of the bodies of the two men who succumbed that night through having fallen into the water while travelling, so that the presence of the bodies in the "gaze" should not have a depressing effect upon the survivors. The fewest fatalities occurred in his watch.

As to Weather Conditions

Before the men are put on the ice it is evident that those responsible for their safety should fully satisfy themselves as to weather conditions. The observation of the careful mariner is, as has been pointed out in the evidence of captains Clarke, Dawe and others, a most important factor in determining the probabilities. At the same time, all the aids employed by the deep sea mariner through a comparison of thermometer as well as barometer indications should be availed of. It should be the duty of an officer holding a master's certificate to see that both these instruments are properly set and placed in the open and to have reading from both regularly entered in the ship's log as is done in the case of foreign-going vessels. Further, the ships, when within range of a wireless station should be supplied with the weather forecast as furnished by the Bureau. It has been suggested by witnesses that the value of this forecast could be heightened if the ships cooperated with the meteorological de-

partment by furnishing daily reports from their neighbourhood. We are of opinion that this suggestion is feasible and that effect ought to be given to it in order to serve the high purpose of promoting the safety of those at sea.

A Further Cause of Disaster

A further cause which contributed to the disaster was the failure of the Newfoundland to continue to sound her whistle that evening. At the suggestion of the boatswain this whistle was sounded between four and five o'clock. Two blasts of the whistle were heard by the men on the ice and the whistle continued to sound it is barely possible that it might have guided the men to their ship although the evidence shows that the travelling upon the ice became dangerous towards the close of the evening. The reason given by the captain for not having the whistle continuously blown was his conviction that his crew were then safely aboard the

Wireless Telegraphy

Stephano. Actual knowledge as to

whether they had got on board the Stephano could only have been obtained had wireless telegraphy been available. The Newfoundland had been fitted with a Marconi apparatus but unfortunately it had been removed before she sailed. The Act since passed by the Legislature requiring every steamer engaged in the seal fishery to be provided with a wireless telegraph installation has been recognized by those examined before the Commission as highly beneficial in that there will now be afforded to a Captain of a steamer whose crew is absent the means of ascertaining from neighbouring ships whether the crew has sought refuge there or not. As a measure of precaution it seems to us desirable that in all such cases sealing steamers should be compelled by law to sound their whistles at regular intervals during darkness, fog or snow storms when any of their crew are absent from the ship. Our recommendation on this subject is contained in the schedule annexed.

Morris' Reign of Bluff Near its Finish

The people of St. John's, and of broad Newfoundland have had one more proof given to them of Sir Edward Morris' indifference and apathy where their interests and welfare are concerned. If there had been anything wanting to fully prove the general distaste which Morris has for the justly expressed wishes of the people, it has now been supplied by his unfeeling conduct in this last Keen business.

In the earlier part of the Coaker-Morris correspondence, Morris attempted to "bluff" the whole country in his usual stereotyped style, but it wouldn't do, and when this "Prime Bluffer" saw it wouldn't do, and couldn't work, he, with characteristic nerve—throws the whole business over on the shoulders of others in the Government. This is Morris from heel to toe, this is Morris in his entirety.

It is by such smug hypocrisy that this man has won out in all his false games. From the very first his political life was commenced with a bluff move, and the game has gone on ever since with increasing blunder and gross defeat.

Morris was constrained to acknowledge Pres. Coaker's correspondence, with that exception, he has not made a single move in the whole Keen episode. He has been satisfied to stand by and allow a most grievous case and cause to be fought out. He

has not considered in the least the wishes and demands of a people who gave him the power which he enjoys. He did not make one single move to have this matter righted or to see that the just claims of thousands of toilers of the country should be adjusted.

About a week ago he returned from a trip to the United States, where he had (as correspondence which the writer has in possession shows) been holiday making, and on his arrival here, he found the whole country aroused to indignation over the Bowring-Kean incident. It was not of five hundred, it was the united cry of thousands, the cry of his very electorate, and yet, he would do nothing to show the people that he had heard or cared.

This Kaiser Chief will on the eve of the next election, again issue a manifesto to the country, and as of yore, he will seek to gull the people with the promises of what he is going to do for them. Who so willing to hear all complaints as the oily, suave Morris. If the subject of Kean's mismanagement were to be brought before him then, how attentively this Kaiser Humbug will listen, and how propitious his promises will seem.

Morris has made the people of Newfoundland, stepping stones for his own purposes of promotion to

power and wealth, with an effrontery that for its very impudence is amazing. He has year after year used the public as mediums to his own advancement. Seeing success in all this, his "gull" and "bluff" have become so pronounced that he cannot now understand any limit to their intended patronage, he looks forward to the time with equanimity, when he can again deceive them by the power of his humbug and his bluff.

What do Morris' own friends and supporters say of him now? They say, and they are right in so declaring, that he has treated the people most unmanly, ungratefully and disgustingly. They admit that since he took over the ruling of public affairs, disorder and ruin have arisen like gaunt spectres. They tell of the things he has done for a few of his own particular associates and hangers-on, and they whisper of how he has treated the poor of the whole country. "Just because they were like dust in his eyes, and need only be known to be made use of at election periods."

Ask those who have been his strongest supporters in the past, what they think to-day of Morris' treatment of the numerous petitions which have come in re this disgraceful Kean matter, and they as honest and honorable men will truly tell you that they are now ashamed of him, and that Morris has for once gone too far and that there is now nothing left for the people but in very self-defence to cast him from the seat of responsibility which he has so long misused.

The fishermen and the laborers of the country have now seen for themselves what Morris cares for their grievances. They have had ample proof of the little interest he takes in their welfare. They have had brought before them with all its damning evidence, a case in point which called for direct settlement on the part of the Prime Minister of the Colony, and what did Morris do in the interests of his people? NOTHING.

He did absolutely nothing—he did not move one hand, make one action or give expression to one utterance in the behalf of the toilers whose FINAL FIGHT FOR LIBERTY rested in this last sad demand for Mercy and Justice. Morris—who has ever bluffed—who has ever coddled the people—has done both again, but the day is at hand when this shall be remembered, and the reckoning shall be then.

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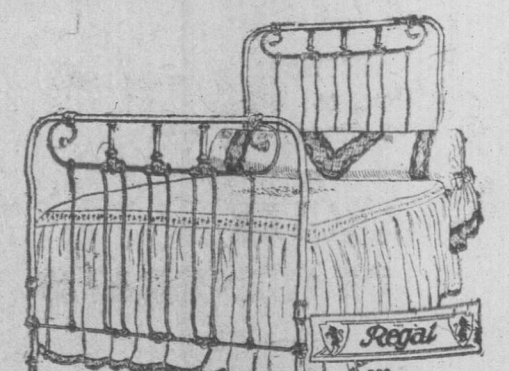
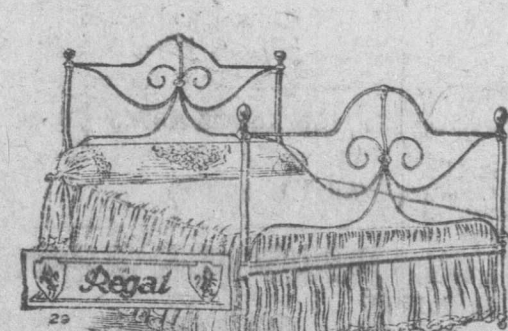
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