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injurious chemicals.

Another Story of Capt. Munden.

py of the Brigus 'Vindicator,' dat-Shortis, about thirty years

This was a favorite story among The editor of the 'Vindicator' mentions a special paragraph that he had pubshed it more than once, and also

This article shows the skill of our Vikings in their brigs before the Trusting you will find space.

Yours truly, Brigus, April 9th, 1913.

PERFECT DISCIPLE ON THE ICE-FLOES A TRUE STORY OF NEWFOUNDLAND.

My chief delight when I sit down to write for one of the journals is to with the good old days of our sealing then the old skippers of the previous ourse for their happy destination er that unknown sea, whence no cocked for the nightly stories, during the winter months, of those hardy mariners of a previous generation—whose fron constitutions with-stood the hand of Time over the al-lotted space of life, and whose faculties and descriptive powers were not impaired, even up in the nineties, and in some cases, over the century, as witness skipper Tim Curtin, of Carhis death. The last time I saw his he was shingling the back house— had not a gray hair in his head, and as he would say himself, could spy a Bell Island. One had juito on Bell Island. One only to sit on the settle over the dogrons, light the pipe and take notes r would it be necessary for even Disciple of Higher Education, of the present day, to rectify the language in which the stories were couched. As for practical information on general affairs, foreign or local, the

cholar" of to-day, like the man on house, would not be in it. the house, would not be in it.

We have heard a great deal of the bravery, fortitude and subordination of the respective European and American armies during the respective campaigns which they have fought in different parts of the world; but these soldiers have from youth been drilled into this subordination. They have drill-masters whose duties it is to qualify them for their future avocation and with inducements, under various ways, to face the inevitable But with the Newfoundland sealer of the old days, they had no person to teach them to brave the hardships of the icc-floes—it came to them naturally. It is only when caught in a corthe Scotch steamers, over thirty years ago, the ships would always bring out thirty or forty sharp-shooters; but while those men chuld draw a bead on an old or young hood or harp, they were not at home on the ice, and invariably found wet jackets in stepping from one pan to another. In it reasuch instances, the hardy Newfound-found landers would "copy" on the heads of act?

was worth a dozen ordinary hands. One time John wandered away in search of seals—he was master watch -and was foremost on the pan. After a travel of many miles he returned towards the 'Arctic'; but feeling hunur people here, the facts were well gry he sat down on a large pinnacle when, bang! and a bullet went only a few inches from his head. He darted behind the pinnacle; but if he made the least movement to peer hat John Curtis, the master watch, was still alive.

When we remember the Greenland lisaster, we can have some idea of lings, can be better imagined than derecent disorders.

made the least movement to peer around the ice, bang! and the thud of a bullet was near his ear. His feel-has been taken in consequence of the recent disorders. scribed. At last he took off his canvas jumper, guernsey frock, and placing them on his gaff, moved them about the pinnacle. After a short time a voice was heard hailing, to come out that it was all right. The owner of the voice was a sharp-shooter, and took John McCarthy and his fur cap for an old seal. During my forty-five years at the fishery, said John, that was the narrowest escape I over hed. But the identity of the Supreme Court, issued bench warrants to-day for the arrest of President Mallen and Vice-President McHenry, of the N.Y.. N.H., and Hartford Railway, on a charge of gross negligence and manslaughter in cape I ever had. But the idea of taking me for an old seal.

But to come to the discipline dis-played by Newfoundlanders. Many years ago, the famous Capt. Azariah Munden, was to the sealfishery in the 'Atlanta.' Seals were fairly plentiful but scattered. After having placed the different watches (about 30 men under a master watch) in their re-spective positions, Capt. Munden said favorable adjustment of the Panama fleet was "under full sail," and to Curtis and his men, "Now, boys, the old skippers of the previous work around here; but on the peril of dispute will be forthcoming, and that your life do not change your positions, no matter how the weather may can coastwise traffic from tolls as in come. I have to go North East, to see if there are any impovement in seals:

Danning scals, and were doing well.

Suddenly the wind shifted, a blinding snow-storm with keen frost came on and the men had to huddle together, tept walking, and beat their hands to

Still dissatisfaction increased, and the crew were in open manus. They were hungry, cold. wet and saw no hope of avoiding death. Still, Curtis held out, entreated, commanded the dissatisfied ones to trust to the cap-

Ah! was there not something almost supernatural in the faith of that man, Curtis? By his unshaken confidence in the skill of his commander, he saved the lives of his thirty men. What a lesson it teaches! Think over it renders! Could any, but a Newfoundlander be the here of such an act?

The suffragettes to-day destroyed the handsome seaside mansion at act? Ah! was there not something al-

the Scotchmen, secure good footing on the other side and then haul them out and help them on board ship. Witness the experience of foxy John with the sealers of the old school.

A Grand United Temperance Rally | If you are going to be away from will be held under the joint auspices home for a few days use this method by burglars. They spread papers of the W.C.T.U., I.O.G.T., and C.E.T.S., to water your house plants: Place a pail of water among the plants at a pail of water among the plants at a higher elevation. Have strips of musting the plants at a higher elevation. Have strips of musting the plants at a higher elevation. Have strips of musting the pail to each plant. The part of the pail to each plant. The part of the pail to each plant. The part of th Speakers, Revs. Canon Bolt, Dr. Rog- one end of each strip to a weight and menced their work. loud explosions ers, W. C. Young and Adjutant Har- sink in the water in the pail. Argrove, S.A. All invited to lielp the range the other ends among the great cause. Collection for expenses. plants giving those requiring the most turn was found. The usual literature was found.

Cable News.

A persistent report is in circulation here that a ten days' armistice has een concluded between Turkey and

LEVIS, P.Q., April 15. The collier Wacousta arrived yesterday from Sydney, and reports meeting a quantity of ice with numerous seals on it, off Cape Gaspe.

PARIS, April 15 A three days armistice has been arranged between Turkey and the Balkan Allies, according to a semiofficial despatch from Constantinople.

WASHINGTON, April 15. President Wilson, to-day nominated former Governor John T. Osborne of Wyoming as First Assistant Secretary of State, and Walter H. Page, of New York, as Ambassador to Britain.

LUBEC, Maine, April 15. The three-masted schooners Seguin f Portland, and W. O. Goodman, of Boston, were totally wrecked to-day on Liberty Point Campobello Island at the entrance of the Bay of Fundy They were lumber laden from St John for New York. The crews es-

NICE, April 15. drowned while making a flight in a hydroplane near here this morning. The left wing cut the water, tilted forward, and then plunged into its

LONDON, April 15. Stringent orders, prohibiting the Women's Social and Political Union's militant suffragettes society from holding meetings in Hyde Park, Wim-

Judge Green, of the Criminal side gross negligence and manslaughter in connection with the Westport wreck

WASHINGTON, April 15. Following London advices, it is believed that President Wilson has inbut I will return for you before night. treaty. It is believed that this has been done in order to forestall repre-Curtis and his men went to work sentations from Britain and suggest

BRUSSELS, April 15. Over a third of Belgium's working teep themselves warm. Night was men have struck in protest against coming on, and their prospects were the system of plural voting, which for beach moment. At last one or two of party in power, Complete figures the crew began to murmur and say, party in power, Complete figures that they would not remain there to from all the provinces, except Antbe frozen to death, that they would werp and West Flanders where the go in search of the vessels. "For God's sake, boys," said Curtis, remain where you are. Did not the Captain tell us he would come for us by nightfall?"

Werp and west Flanders where the Socialists are weakest, indicate that 270,000 have quit work. The Socialists claim that the number is really that 120,000 is the correct figure. There has been a notable lack of vio

WASHINGTON, April 15. ally. It is only when caught in a cor-mer that their heroism and hardinood was displayed. In the first coming of shall tie on to this iceberg till morncrutches. During the day the Doctor called on President Wilson, who

> St. Leonard's-on-Sea, belonging to Arthur Phillips Dubres, Unionist M.P. for Hastings. They not only set fire to the house, but placed explosives in many of the rooms. The esidence was only recently vacated The women adopted the method used

Dismasted. But Safe.

Liverpool Ship's Rough Passage— Thrilling Experiences. A remarkable story of the thrilling experiences of the captain and crew of the three-masted barquentine Earlshall, belonging to Messrs. Job Brothers, Liverpool, as related to a Courler representative yesterday. The vessel presented an unusual sight as she was towed up the Mersey by the Alexandra Towing Co.'s tug Wapping, with only her mizzenmast and main lower most stream and main lower most stream and main lower most stream as swept the deck from stem to stern. I was up to my waist in water in the galley, and could not get our proper food. After we had been crippled by the storms, we drifted helplessly about for several days until the weather modérated, when the oil engine was set going, and brought us safely back to Queenstown. It was people of Queenstown were amazed to naintopmast having been swept away but God's mercy saved us." during the terrific gales which have recently been experienced in the Atrecently been experienced in the Atlantic. She as reported overdue, and stood at a premium of 30 guineas. During her stay in Liverpool in October last the Earlshall was fitted by Messrs. Pollock, Sons, and Co. with a heavy "Bolinder" oil engine, prior to taking up trade between Newfoundland and Brazil. This engine was land and Brazil. This engine was fitted as an auxiliary power to enable the vessel to make fair progress during light winds. After a successful trial run on the Mersey the Earlshall left Liverpool for Glasgow on November 7th to coal. Almost immediately after leaving Glasgow the vessel encountered strong winds and gales, being swept from stem to stern by heavy seas, and was forced to put back to Swansea. Here a new crew of eleven was signed on, and the vessel left on her second attempt to make St. John's, Nefoundland, on December 18.

Alfred Isaacs, the cook, a native of the West Indies, said, "From the day we left Swansea we met gale after gale, mainly from the Northwest. Huge seas swept the deck, tearing the tarpaulins off the hatchways, through which the water poured. During one terrible storm about three weeks ago all the sails were torn away, and both our boats were rendered useless, one being smashed to atoms and the other badly holed by a stanchion. We all thought our time had come. It was bitterly cold, snow and hail falling heavily, at times. We were out of the track of other ships, so that it was no use flying signals of distress. The crew were kept busy at the pumps night and day, trying to clear the vessel of the water which was continually being shipped. One man fell on deck and broke his knee-cap, but no

ie else was hurt. For about of the oil engine, said: "Remarkably

three weeks every man was wet through to the skin. The crew asked the captain to turn the vessel's head through the captain through th round and make for Queenstown. As and fell with extraordinary rapidity, we were making for Queenstown a and gale followed upon gale in rapid terrific hurricane was encountered succession. Of course, the oil engine, during which the foremast and the which is 120 horse power and capable maintopmast were washed overboard. of a speed of five knots, could not be Mountainous seas swept the deck from expected to propel the vessel in the us safely back to Queenstown. It was people of Queenstown were amazed to a terrifying experience, and nothing see a dismasted sailing ship come into the harbour unassisted by a tug."-Mr. Bristow, the enineer in charge The Liverpool Courier, January 28.



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A. E. CANNING

BEOTHIC'S REPAIRS .- The S. S othic was docked on Monday at New York for repairs. On her return here he will proceed to Hudson's Bay hav-

ing been chartered by the Canadian

overnment which has also engaged the S. S. Belaventure for this sum

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