

THE DAILY MAIL

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WEATHER REPORT. Toronto (noon)—Fresh winds, shifting to N. E., unsettled, with occasional rain or sleet to-day and on Tuesday.

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ST. JOHN'S, NEWFOUNDLAND, MONDAY, APRIL 20, 1914.

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NAVY HONORS MANY VICTIMS OF SUBMARINE

Fleetilla of Warships Hold Memorial Service Over the Spot Where "A 7" Sank.

WREATHS FOR WATERY GRAVES

Burial Service Read and Salute Fired in Honor of the Heroic Dead Below.

Devonport, April 15.—The sea will murmur an everlasting requiem over the gaunt grey tomb of the eleven officers and men of the submarine A 7.

Under melancholy skies and on a heaving sea, a memorial service was held in Whitsand Bay over the spot where the A 7 sank on January 16 last.

There, with her crew of dead, she will lie untouched by human hands in her last resting place, 144ft. beneath the waves, for the Admiralty, after weeks of fruitless endeavour, has decided to abandon the task of raising her.

So, ploughing across sombre waters, came submarines, destroyers, and depot ships to pay a last tribute to the heroes of the A 7.

Assembling outside Plymouth break water, a fleetilla of thirteen submarines, with three destroyers and three depot ships of submarines formed in three columns.

Many Mourners

On board the Forth, the parent ship of the Devonport submarine fleetilla, were mourners—widows and orphans and brothers of the men who slumber beneath the white-capped waves of Whitsand Bay.

Came now the tolling of the ship's bell and a thin wisp of sound that cut the silence—the boatswain's whistle.

In long lines the marines and seamen mustered on the Forth before the decks of the officiating clergy. Slowly the grey ships glided on-wards in three divisions.

In the centre was the Forth leading the three lines of vessels, where men stood at attention while bells tolled and submarines plunged after in trailing streaks of foam.

A sharp order from a lieutenant and every man stood with bared head, and marines reversed arms with a clang.

Then, over the surging sea, where a little red buoy rose and fell amid the waves, came the age-old words: "We therefore commit their bodies to the deep."

A word of command and scarlet-clad marines wheeled and faced the sea. Rifles were loaded, and then a seaman led forward a little boy dressed in black—whose father, Artillery Nagle, was in his steel tomb beneath the waves.

The boy held a wreath of white

Gives \$100,000 To Ulstermen

Wealthy Australian Gives Practical Evidence of His Sympathy.

Melbourne, April 18.—Mr. John Sutcliffe Horsfall, a prominent pastoralist, who at his own expense raised a corps of two hundred Australian bushmen for the Boer War, has sent the following telegram to Sir Edward Carson:

"Mr. Asquith, my fellow-Yorkshireman, refuses reference to Ulstermen if they are driven to fight. Very strong feeling here against Asquith's refusal. My London references are Bank of Australasia, Union Bank and Dalgety.—J. S. Horsfall, Melbourne and Kerarbury, Australia."

KYLE RETURNS CRUISE WAS UNSUCCESSFUL

Searched the Ocean in all Directions But Without the Least Success.

WRECKAGE NOT FROM SEALER

Articles Sighted by Bloodhound Found, But Were Merely Drift From Shore.

The S.S. Kyle, Capt. Parsons, arrived yesterday morning after a fruitless search for the Southern Cross.

Minister of Fisheries Piccott who supervised the search informs The Mail that the Kyle searched in all directions but could find no tidings of the Southern Cross.

The wreckage reported by the Bloodhound was found but it did not belong to the Southern Cross or any other steamer.

The flag poles reported were simply (Continued on page 8)

Articles, and as the volley roared out and the silver-tongued bugles sang the "Last Post," the white wreath slipped into the sea and the boy turned and burst into tears, his head in his hands. Thus it was that a sailor's son took farewell of his father.

Then, in the last poignant scene of all, the bugles echoed over the sea grave, and the sun for a moment gleamed like a blade across the purple west.

At the same hour a memorial service was held at the Royal Naval Barracks, Devonport. All branches of the service were represented.

The naval commander-in-chief attended the service on the Forth, and Sir Francis Hopwood represented the Admiralty at the service at the naval barracks.

GUNMEN PAY THE PENALTY OF THEIR SIN

As Easter Monday Dawned the Four Slayers of Gambler Rosenthal Pay Penalty of Crime

IN SPACE OF FORTY MINUTES

All Four Were Despatched and None Confessed His Guilt.—All Bodies Claimed By Relatives.

Sing Sing Prison, April 13.—The four gunmen convicted of the murder of Herman Rosenthal, the New York gambler, died in the electric chair at Sing Sing prison at the break of dawn this Easter Monday morning. None confessed his guilt and none mentioned the name of Charles Becker, the former police lieutenant, found guilty of the murder, but saved by court of appeal's reversal. The second who died, Frank Seidenshner, (Whitney Lewis) made the only statement. Even he did not flatly assert his innocence.

"Gentlemen," he mumbled as they strapped him in the chair, "I did not shoot at Rosenthal. Them who said I did was perjurers. For the sake of justice gentlemen I say I did not. The witness Stannish—"Whitney" did not finish the sentence. The witness Stannish—"Whitney" did not finish the sentence. The witness Stannish—"Whitney" did not finish the sentence.

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All Dead in Forty Minutes

Seidenshner was the second man to die. "Dago Frank" (Frank Cirociffe) came first, "Gyp the Blood" (Harry Horowitz) was the third and "Lefty Louie" (Louis Rosenberg) last. In forty minutes all four were despatched. This time would have been shortened had it not been for the overcrowding of newspaper reporters. Their numbers necessitated a shifting of witnesses for each execution. There was no untoward incident throughout the procedure. All walked quietly to their doom and only their quaking knees and the sickly green pallor of their faces attested that the realization of death was upon them.

Rev. Wm. E. Cashin, Roman Catholic chaplain of the prison, accompanied "Dago Frank" to the chair. With "Whitney Lewis" and "Gyp the Blood" was Rabbi Joseph Goldstein, of New York. Rabbi Mayer Kopstein, long the spiritual adviser of the Rosenberg family, stood by Lefty Louie. Priest and Rabbi alike averted their drawn faces from the chair of death, meantime struggling to control their choking throats as they intoned a prayer for the dying.

Made No Confession "Gentlemen," said Rabbi Goldstein, as he left the death chamber, "If you ask me whether the Jewish

boys were guilty, I will say I do not know. They did not confess to me. As for the Italian I do not believe he was at the scene of the crime. I do not think any of them should have been convicted on the testimony offered."

Dago Frank the First to Die Dawn was just creeping over the hills when witnesses were admitted to the court yard at the death house. (Continued on page 8)

New Church Is For Women

Pastor And Officers Are All Women But It Is Anti-Suffragette.

Liverpool, April 16.—The first woman's church has been inaugurated at Liscard, near here, the opening services being conducted by a woman minister, the Rev. Hatty Baker, of Fylmouth.

This novel church, which is to be entirely controlled by women, is not a suffrage church, though the majority of the committee are suffragists; neither is it intended to be an anti-man church.

Miss Hoy, the hon. treasurer, says the desire is to reach women generally who are outside the pale of the Church, and the service will be free from dogma.

SAW MUCH OIL ON SURFACE OF THE WATERS

Captain of Schooner Believes That It Came From Some Sealer or Other.

LOOKED OUT FOR WRECKAGE

But Could See None.—Did This Oil Come From the Southern Cross?

The schr. Passport, Capt. William Carroll, arrived from Placentia Saturday night.

Capt. Carroll informs The Mail that on Thursday last between St. Shotts and Mistaken Point the water was covered with seal oil.

It was first noticed by one of the men who attracted the Captain's attention to it.

Capt. Carroll went aloft with a spy glass looking for wreckage but saw only one piece of wood which drifted out from the shore.

It was not seen in the vicinity of Cape Ballard.

Capt. Carroll had a bucket of the water taken on board and the grease was quite thick on the top.

Shipping people are of the opinion that it floated from the Southern Cross.

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AERIAL FLEET TO MANOEUVRE OVER BIG BEN

Churchill Promised Commons to Show Them Sir Dirigibles in the Air at Westminster

PINS FAITH ON SEA-PLANES

Britain Now Has Fifteen Airships, of Which Three Are Vessels of Largest Size

"I will bring half a dozen airships for a cruise over the House during the session."

This was the picturesque promise reported by London papers to have been made by Mr. Churchill in the House of Commons in the course of his speech on the new Navy Estimates—"the largest estimates ever presented."

He would do this, he said, to show members who doubted that the airships were in existence.

The Cabinet had decided to place a battle squadron of eight battle-ships and twenty-four other craft in the Mediterranean, based on Malta.

With regard to Britain's air fleet, Mr. Churchill said the Government's policy was that this country should be masters of its own air. They had—built, building and ordered—fifteen airships, of which three were large vessels.

Growth of Aerial Navy

The growth of the aerial navy from 1911 (when Mr. Churchill assumed office) to the present day was as follows:

Then 4 aeroplanes 5 pilots

Now 43 aeroplanes 62 seaplanes 120 regular pilots 5 land stations around the coast 2 stations under construction.

The seaplane, Mr. Churchill said, had a great future, and in this department of aeronautics we were far before any other country. The airship service would from the second stage in the career of flying officers, as aeroplanes were only suitable for the use of young men.

Important reference was made to German naval construction. In regard to this Mr. Churchill's outstanding observation was:

"It would have been possible for us to have completed our development at a somewhat earlier period than we now propose to do, but the development of the German fleet organization has not been so rapid as I anticipated two years ago."

Compared With Germany At the end of this year we should have thirty-three battleships in full commission against Germany's twenty-five, with sixteen battleships in reserve, Germany having an equal number in reserve.

'People's Paper' On Up Grade

Meeting With Phenomenal Success In All Quarters.

The Daily Mail continues to grow in popularity. Already, after less than three months' work, it is only a few hundred short in circulation of papers that have been running for thirty years. It is, therefore, not too much to say that by the end of a year our list of subscribers will be far more lengthy than that of any other daily paper in this country.

The phenomenal success of The Daily Mail amply justifies the claim that it is "The Brightest and Best Paper in Newfoundland."

Every day we receive encomiums from readers and agents report that (Continued on page 8)

FIRST OF THE ALLAN LINERS REACHES PORT

Sardinian Here After a Fifteen-Day Trip From Liverpool.—Met Stormy Weather.—The Trip is a Special One.—Ship Will Likely Be Sold.

S.S. Sardinian, Capt. Mowatt, the first Allan steamer for the season, arrived in port yesterday after a passage of 15 days from Liverpool.

She left there on the 4th and had stormy weather from the outset. Gale followed gale all the way across the Atlantic. She took a northerly route and on Tuesday afternoon the first ice was met. An attempt was made to steam through it, but the ice was too thick. She had to run south.

She ran south of the Virgins 30 miles before getting round it.

First Land. The first land met was Cape Ballard.

The Sardinian's daily runs were 215 miles, 138, 164, 211, 211, 185, 202, 142, 116, 131, 70, 71, 105, 80, total 2041.

She brought 917 tons general cargo.

Then we had a second fleet of sixteen battleships against which there was no corresponding item in the German navy.

If war broke out to-morrow every ship could be sent out with its full complement.

The personnel of the Navy was now 146,000, as against 133,717 in 1911, and he now asked for an increase of 5,000.

The Admiralty regarded the effort of Australia to establish a fleet as heroic.

Mr. Churchill suggested the formation of an imperial squadron, the capital ships of which could move rapidly all over the world.

FOUR SEALERS ARRIVE FROM ICE FIELDS

Sagana, Fogota, Viking and Eagle Through With the Year's Voyage.

ONLY THREE SHIPS NOW OUT

Neptune in Gulf and Diana and Kite on Front Yet to Arrive

S.S. Sagana, Capt. Winsor, arrived from the icefields yesterday with 12,000 prime young harps and a few old ones. The old seals have been very scarce. The steamer has gone to Hr. Grace to discharge her fat.

S.S. Fogota, Capt. K. Barbour, arrived yesterday morning, hauling for 2600, principally young. The Fogota as previously reported was short of coal, but had sufficient to bring her to port. She will discharge here.

S.S. Viking, Capt. Bartlett, Jr., arrived at 10 a.m. with 10,500 seals, mostly young.

She made the run from Channel to St. John's in 42 hours.

Eagle S.S. Eagle, Capt. E. Bishop, arrived at noon with 9,000 seals, including 500 old. She put into Catalina yesterday, having to abandon the voyage. Some of the crew were landed there.

The Eagle berths at Bowring's this afternoon to discharge.

The Neptune in the Gulf, and Diana and Kite are the only steamers now out.

so, 33 packages mail matter and the following passengers: Mrs. Dempster, J. Stiek, Miss Seymour, G. F. Gordon, P. C. Mars, Mrs. Mars, Rev. J. Pincock, J. Pollack, Frank Padley, Mrs. Taylor, R. P. Whittington, E. Hansen, E. Olsen, B. J. Jorgensen, N. Olansen and 47 stowage, including 32 Norwegian whalers, 4 Russian Jews and 3 Syrians.

The Officers Captain Mowatt is welcomed by his many friends in St. John's. Mr. Darrick is still chief officer, and Mr. Ross second officer.

The chief engineer is Mr. McMillan, who is also well known in St. John's.

Mr. J. Alexander is purser on the Sardinian. He has been on the Pretorian of late. Two years ago he last visited St. John's.

Dr. Fred Pilot is the ship's physician. He has been with the Allan Co. for a couple of years and previous to that sailed in the City line steamers. His friends will be glad to see him.

Mr. Hartigan is the chief Marconi man.

The Sardinian's trip is a special one and on return to Glasgow she will go out of commission and will likely be sold.

Willie's Little Game.

By George McManus

