

THE IMPORTANT POINT!

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S. MILLEY.

Steamer Seal

Abandons the Voyage—Poorly Fished.

The Halifax steamer Seal reached Channel from the Gulf sealfishery at 9:30 Saturday night, reporting her catch for 150 seals, mostly old, messages to that effect having been received in the city. The captain of the Seal wired the following account of the voyage on arrival to a merchant here:

"The Seal arrived at Channel 9:30 to-night, with less than two hundred seals, mostly old ones. The Bonaventure has 20,000 on board and 500 flags out. The other ships are jammed and have secured no seals. This morning we sighted a steamer supposed to be the Diana in St. George's Bay and passed through a string of open ice, on which there were numerous hood seals, but we were unable to do anything with them, the ice being too open. Pike's schooner was there doing well. We also met the schooner J. R. Bradley, which was 15 miles west of Cape Ray. The two Norwegian steamers are also with the others but have done nothing. We could not waste any further time as we wanted to get to Halifax to put the Seal in commission for the summer service. We were unsuccessful in getting to the main patch, getting jammed nine miles from it. The Bonaventure just got through a string of ice in which we became jammed and had the patch to herself nine miles distant, killing a full load; but in the N. E. gales of last week she lost a lot of pans, some 300 being adrift, though she hopes to be able to pick most of them up. The prevailing winds of the spring were N. E. and we were jammed the whole time within a few miles of the seals. The Seal will land her catch here to be shipped to St. John's and will sail for Halifax to-morrow (Sunday) at daylight."

The Crescent Picture Palace

OPENS TO-DAY.

The Crescent Picture Palace which has been closed for some six weeks opens to-day with a first class programme, the management have spared no expense in making the popular Crescent the most up-to-date Picture House in the city. A thorough system of ventilation has been installed and everything done for the comfort of patrons. The session will be as usual, 2 o'clock in the afternoon and 7 o'clock in the evening. A series of pictures have been arranged for with the best New York Film exchanges, and Crescent patrons will be better served in this respect than ever. Visit the popular Palace to-day and see for yourselves the improvements, and remember the Crescent is absolutely fire proof.

Economy

GAS COKE yields 44 per cent of radiant heat, whereas coal gives only 19 per cent, under the same conditions.

GAS COKE is clean to handle.
GAS COKE is smokeless.
GAS COKE gives a clear red glow.
GAS COKE lasts longer than coal.
Light the fire with paper and sticks and a little coal. When once burning make it up with Coke, the cheapest solid fuel.

For a limited time only, the St. John's Gas Light Company will deliver in any part of the town at \$6.50 per ton, or \$2.25 per half ton.

LLOYD GEORGE SELECTS A MANAGER.

London, March 25.—Circumstantial statements were current in Liverpool last night that Lloyd George had made a final choice of the strong, pushful man he had been looking for. That choice has fallen on Alfred Allen Booth, chairman of the Cunard line. Mr. Booth, it was further stated, will be assisted in his task by a number of other prominent business men. Mr. Booth's task will be to co-ordinate and direct the energies of the British factories taken over by the Government for the manufacture of army and navy supplies.

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WILLIAM'S LIVERMENT CURE
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Letter From Pt. Sellars

TO REV. H. LEGGO,

Edinburgh,

March 2nd, 1915.

Dear Mr. Leggo—For a long while I have been promising myself that I would write you as soon as I got a chance. Since our arrival here we have been kept pretty busy, but this afternoon Providence came to our aid. It is raining, and in consequence we were dismissed at 2:30 for the remainder of the day.

Perhaps you would like to know a little about our trip across.

On Friday, the 5th of February, we boarded the S. S. Neptune, and were taken to the S. S. Dominion which was caught in the ice a few miles from the Narrows. All Saturday we were in the ice making very poor progress. Some time on Sunday we got as we thought away from all ice, but some time on Tuesday we met it again. To our delight it proved to be only a very narrow strip, and soon we were in clear water going at full speed. We sailed on, making 280 or 290 miles a day. Early Monday, the 15th, we sighted the southern part of the Irish Coast, and all the lads were on deck passing comments on what to them was a strange land.

The captain was very careful all the way. His orders were that as soon as night fell all lights were to be put out. On Monday morning when we came in sight of the Irish Coast all the boats were put in readiness so that if a German submarine fell in love with us somebody perhaps might save their lives. It was reported in Liverpool that we were torpedoed and all hands lost, but I think it was a false report as we are all here in good health.

On Tuesday, the 16th, about noon we arrived at Liverpool. We were put immediately on the train and taken to Edinburgh. We all thought we were going to Fort George and not one of us knew different until we stopped at a station in Edinburgh, and lined up on the station platform. Then we learned to our delight that we were to be stationed in Edinburgh Castle, also that all the boys from the Fort were going to join us. Now we are all here together.

This is indeed an interesting place. Just beneath my room is Queen Mary's bedroom, and in the room on my right is kept the Regalia of Scotland. Every morning we fall in on the Palace Square in front of the Banqueting Hall, where all the old armour of the nobles of Scotland is kept; it is said that it was from the Banqueting Hall the two Douglases were led when they were beheaded. They were taken from the Hall across the Square to the western barracks and there the deed was done. You can easily understand, with such historical facts connected with it, it cannot be to anybody anything but interesting.

We have some German prisoners here. About three hundred came here a few days ago, but some of them were taken further up the country. I don't expect they are sorry for being prisoners. They are treated exceptionally well. We also have some wounded soldiers here who are back from the front. I wish you could hear them tell of the retreat from Mons. I was talking to one fellow who was in two bayonet charges. They tell things as they saw it, it is certainly fierce work, but it is work that must be done and somebody must do it. There is one fact that gives us courage that if we do go and fall, we believe that over our bodies our comrades will go on to victory and to triumph. I don't think when that hour comes if it does come, when it will be up to them to win fame and honour for their country, that if it is possible, it shall be won.

Yours truly,
FRED. SELLARS.

EVERYDAY ETIQUETTE

"While going to the street car I met a boy friend with whom I am slightly acquainted. We had quite a conversation while waiting for the car, should he have paid my carfare when entering the car?" asked Maude.
"You should have paid your own carfare, but if he handed the money to the conductor you would make yourself look ridiculous by arguing the matter," her mother replied.

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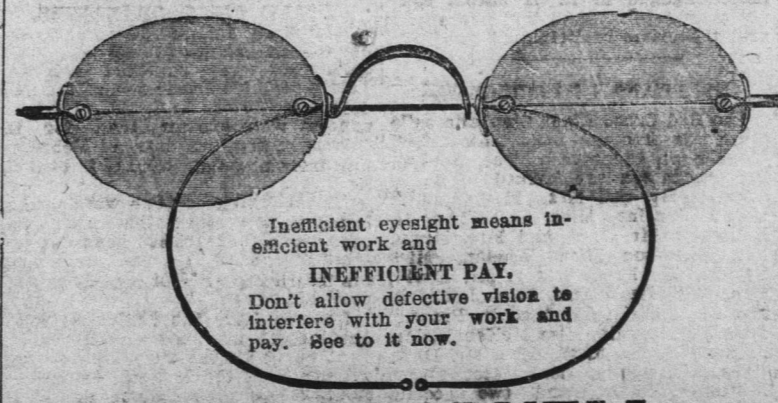
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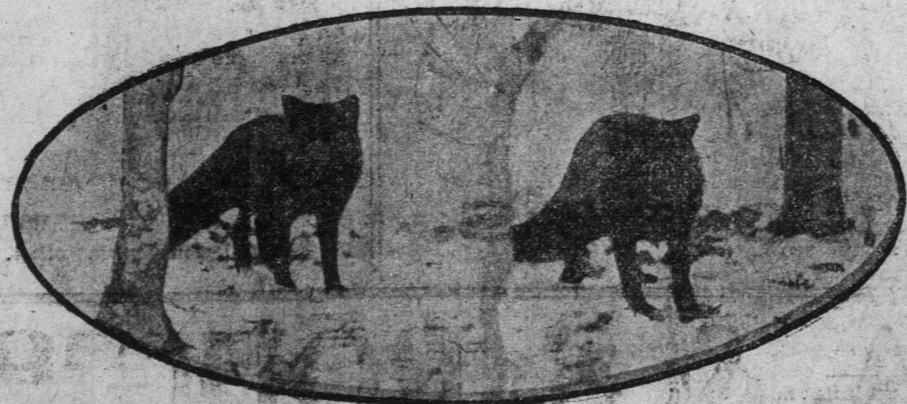
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Also New Floor Canvas, Linoleums, etc., now showing.

WILLIAM FREW.

The Canada-Nfld. Silver Black Fox Company, Ltd.



Shares in the above Company will be for sale until the 15th of April.

The object of the Company is to breed in captivity Silver Black Foxes, to develop them by careful selection and sell same for breeding purposes in the best markets of the world.

Why not invest your money in the country when you can realize good dividends on local investments, besides having the added advantage of a personal oversight of your property and a vote in the management of the Company?

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