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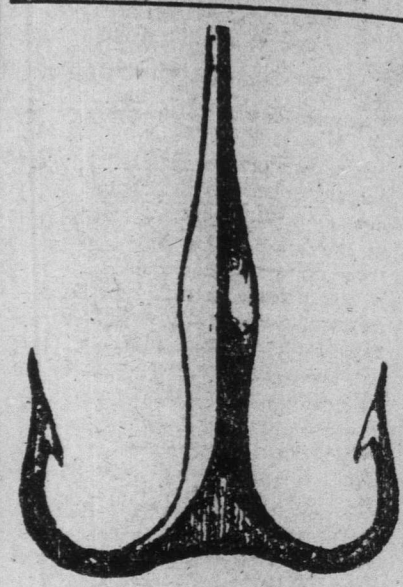
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Fishermen should use these Jiggers and rig them with swivels same style as in Norway, then the Jigger acts like a minnow and when spinning attracts the fish, so that instead of jugging they really snap the Jigger and in this manner you never fail to catch them. Ordinary leads can be used, but the Norwegian style seems more simple and easily made. Our fishermen should try this great Norwegian fish killer.

**O. MUSTAD & SON**, Manufacturers of the celebrated Key Brand Fish Hooks, Dappers, Dogfish and all other kinds of hooks used in deep sea fishing.

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The Cement with a world-wide reputation for excellence.

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A NEW AND TOTALLY DIFFERENT

TALCUM POWDER

not only softer, smoother, more satisfying than any other, but distinguished by the "True Oriental Odor," a fragrance infinitely in its subtlety and charm.

In addition to Massatta, we carry a complete line of Lazell's Toilet Soap, including most excellent Perfumes, deodorants, Toilet articles, superb Creams, and Powders of exceptional excellence.

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No. 106—MACHINE ROOM, GRAND FALLS.  
No. 107—MACHINE ROOM, GRAND FALLS.  
No. 108—FOREBAY & CUTTING UP MILL, G. F.  
No. 109—LOG HOUSE, GRAND FALLS.  
No. 110—VATS IN DIGESTER BUILDING, G. F.

Up to number 113, Unmounted Prints are 50 cents each, and \$1.00 Mounted. The others are: Unmounted, 30 cents each, 50 cents Mounted. Order by number.

The HOLLOWAY STUDIO, Ltd., corner Henry Street and Bates' Hill, St. John's, Nfld.

## Continued.—A List of Landscape and Seascape Photographs.

No. 111—STOCK PILE, GRAND FALLS.  
No. 112—SAW MILL, GRAND FALLS.  
No. 113—TOWER & DIGESTER BUILDING.  
No. 201—ST. JOHN'S FROM EAST END.  
No. 202—ST. JOHN'S FROM BATTERY.

No. 203—THE STEADIES, HUMBER RIVER.  
No. 204—RIGOLETTE, LABRADOR.  
No. 205—EXPLOITS, N. D. BAY.  
No. 206—ST. JOHN'S FROM MOUNT SCIO.  
No. 207—PLACENTIA.

## The Newfoundland Disaster Enquiry Before Judge Knight.

YESTERDAY'S SESSION.

**WILLIAM (OSWAY) K.C.**, examined by Huthings, K.C.—I belong to Turk's Gut, T.B., and was one of the crew of Newfoundland this year, was second master watch with Arthur Montford. Have held this position two springs. I went with our crew on March 31st. I heard the second hand on the ice, say the captain told him to go to the Stephano, kill seals, and go on board her for the night. About 5 or 6 men ahead of me on the way out. It was a fine morning, did not look for weather. About half a mile from the Stephano we came across one of her flags, a few of us stopped a few minutes, when it was just beginning to snow, which was the first sign of weather. I remarked to the men we were going to have weather. On reaching the Stephano Capt. Kean told us to come aboard and have a mug-up, which we did. We had a cup of tea, not very hot, some sardines and butter. When I came on deck I looked down the after hold at the seals. My master watch and three of the bridge masters, came out of the mess room, and we all went forward. On the way I picked up my flag, and got on the rail to get out on port side, when Capt. Kean ordered us all out over the starboard side. It was blowing strong and snowing, but nothing to prevent getting over port side. I was one of the last to get over the starboard side. Heard no conversations on deck between the captain and our second hand. When we were on the ice, I heard Captain Kean say, "Hurry up boys and cross her head. I want to get after my own men." Heard no other conversation, we turned sharp across her head, some of the men had to run as the ship was moving. We crossed to her port side, and she turned starboard and went away from us, last I saw of her she was stern on. George Tuft told us we had to go S.W., where he said there was about 1,400 seals, and we went in that direction. Reached a patch which Bungay and some others stopped to kill. I went on about 150 yards. The second hand said, "It's too dirty boys, to look for seals now, without they were here, it would be the best thing to do is to go for our own ship, but it seems like it's going to be a night on the ice." Did not hear anyone answer. I thought we would get aboard our own ship, but think now we should have stopped where we killed the seals, because we would have had a chance to make a fire, and get aboard one of the ships next morning, but I had no doubt we would reach our ship. Tuft said he was in front coming out but would stay behind going back. I kept with my master watch all the time, and was picked up by the Bellaventure on Thursday morning. Our master watch left us on Wednesday evening to go aboard the Bellaventure, which is the last I saw of him. Have been in Hospital since coming to St. John's, until this morning, my feet were badly frozen.

**WILLIAM J. MARTIN** (sworn), examined by Huthings, K.C.—I belong to St. John's, am a master mariner and chief officer of the s.s. Stephano in summer. Was navigating officer in her this year at the ice. I kept the log, which is now produced. On 30th March, the log reads, "Moderate, northerly breeze, fine, clear weather; 5.10 a.m. ship under way, ice very heavy, making slow progress; heavy swelling ice, steering gear giving much trouble, port shoulder piece

carried away, engineers had secured it; 5 p.m. struck patch of whitecoats, took about 1,500 before dark, ship picking up pans till 9.45 p.m., then stopped and burned down for the night. Florizel, Bell, Bon, and Newfoundland in sight." Tuesday, March 31st: "Light southerly breeze, veering easterly, fine clear weather; 5.10 a.m. ship under way, ice slack, making good progress; barometer 29.25; 6 a.m. all men on ice panning seals, ship picking up pans. Florizel and Bon, in company, Bell, and Newfoundland in sight; 11.20 a.m. Newfoundland's crew walked on board, had mug-up, and went on ice again about 11.50 a.m. Noon wind increasing from S.E. with light snow; barometer 29.50 and falling; 3.30 p.m. wind increasing to storm with blinding snow; ship's horn kept going; Florizel picked up many of our crew, came alongside about 4.30 and put the men on board, ship continued picking up pans; 4 p.m. wind E.S.E. with heavy snow blizzard and turning very cold; 6 p.m. increasing and veering to N.W.; ship stopped and burned down, ice very tight; barometer 29.40; thermometer 16° above zero." Wednesday, April 1st: "Heavy N.W. W. gale with blinding snow blizzard, ice very thick; ship unable to pick up pans, very frosty weather; 10 a.m. ship under way making very slow progress; noon, heavy gale continues, weather clearing, ship picking up pans with much difficulty. Ice very close packed and heavy, making slow progress; 5.50 p.m. burned down for the night; 10 p.m. heavy N.W. gale continues with clear frosty weather; 11 p.m. barometer 29.30; thermometer 9° above zero." Thursday, April 2nd: "Strong N.W. wind, fine, clear and frosty weather; 5.20 a.m. ship under way, ice heavy and close packed, making very slow progress; 7.30 a.m. noticed Newfoundland flying distress signals (N.C.) Captain sent men on board at once; 8.40 a.m. men returned from Newfoundland and reported that her crew had been on the ice in all the blizzard since 31st March and feared for their safety. Captain sent all crew in search with grub and restoratives. Engineers opened ship out all she could stand to try to force to where the men were; ice very heavy and tight packed, ship making very slow progress; 11.15 wind moderating, picked up one man of Newfoundland's crew in a very weak condition; he reported that their crew were dead and dying; 4.30 p.m. took one other in dying condition, he was much frosted; in everything possible done by captain and engineers to get ship on; doctor doing everything possible for sick men; 5.30 p.m. picked up one dead man, very much frozen; 6 p.m. took another corpse on board; light variable, dull and overcast with snow; 11 p.m. Captain sent doctor on board Bellaventure to render all relief possible; 11.30 p.m. ice tight packed and very heavy; ship stopped to await ice slackening, very heavy butting all day; barometer 29.30; thermometer, 29° above." Friday, April 3rd: "Strong E.N.E. breeze and thick snow; 5.05 a.m. ship under way, ice heavy and tight, making slow progress, bound to s.s. Newfoundland; 7.15 steering gear gave out, connected up hand gear, weather very thick and hazy; 8 a.m. rain and sleet, barometer 29.10; 10.10 stopped near Newfoundland, captain went aboard; noon, Bellaventure arrived; 1 p.m. transferred two survivors on board her; also two dead

## Special Notice to our many Newfoundland Clients.

We take pleasure in announcing that our Mr. Chas. Blackie is now travelling throughout Newfoundland in the interests of our firm, consulting with our clients and investors generally and advising them how SAFE investments can best be made.

Inasmuch as Mr. Blackie has an especially attractive list of selected securities to offer, which have proved and will continue to prove conservative investments—we urge you to make no security purchases until Mr. Blackie has an opportunity of calling on you.

If you desire Mr. Blackie to call on you please address him at his headquarters while in Newfoundland—care Crosbie Hotel, St. John's, Nfld.

**J. C. Mackintosh & Co.** ESTD 1873

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men, four of Newfoundland's crew; 2.50 p.m. underway after repairing steering engine, barometer 28.95; 4 p.m. picking up some of our lost pans; others we could not find; 7.40 ship stopped and burned down; N.E. breeze and snow." The entries above are in my hand writing, and entered each evening from memorandum I took during the day.

To Dr. Lloyd.—The log is signed daily by "A. Kean, Master," none of the entries are made by the master. All the entries are made by me. Every entry made is made at the end of each day from a memorandum made up during the day. This memorandum was a pad, and each day after writing up the log I would tear off the memorandum of the day from the pad, and therefore I cannot produce it. The object of the master's signature to each of my daily entries in my log, I would need to extend a protest in New York in case of damages to the ship. On the 13th of March there is no entry of the barometer, as when the barometer is near 30, or fine weather glass as we call it, I would not enter the reading in the log. When the glass would fall, say about 29.50, I would watch the glass then and enter it if it went lower or I would enter it if it went very high. There is no entry of the barometer on Saturday, the 14th of March. There is no entry on the log of the barometer on the 15th nor on the 16th, nor 17th, nor the 18th. On the 19th, there

is an entry 29.70, that would be about 8 o'clock in the evening. There is no entry on the 20th. On Saturday, the 21st, the entry is 29.90. That would be somewhere between 8 and 11 at night. On Sunday, the 22nd, the entry is 29, that would be entered about the same time. I swear the entry was made on March 21st, and on March 22nd. I cannot account for the thicker writing in the last two barometric entries. On the 23rd of March there is no entry, on the 24th no entry, nor on the 25th, nor on the 26th, nor on the 27th. On the 28th, the entry is 29.80; I swear that the entry of the barometer on the 28th of March was made on the 28th of March. I cannot account for the last three barometric entries to be made in the same thickness of writing. No entry on the 29th of March. On the 30th of March no entry. On the 31st March, there are three entries of the barometer; one at 5.10 a.m. giving the barometer as 29.75; one at noon giving the barometer 29.50, and falling; one the last thing may be 10 or 11 o'clock that night giving the barometer 29.40. On the 1st April there is one entry of the barometer at 11 p.m. On the 2nd April there is one entry of the barometer 29.30, the last thing at night. On Friday, the 3rd of April there are two entries of the barometer. On the 4th, no entry; on the 5th, no entry; on the 6th, no entry, nor on the 7th, nor on the 8th. I would not enter the barometer if it showed anything between 29.75 or 29.80 up to 30.50. I did not think it would be necessary to enter the barometer when the glass was working steadily between these limits. If the glass was below 29.70 and began to go up I would make an entry between these limits. I made the entry on the 19th of March, 1914, 29.70, as that was the lowest I had seen from the time we left St. John's. I made the entry 29.90 on Saturday the 21st, because the glass went up slowly. I made an entry of 30.00 on Sunday the 22nd of March because I was watching the glass going up steadily. I don't know why I made no entry on the 20th of March, although I made an entry on the 19th, 21st and 22nd. It is a fact that there is only one day's log during the time I was at the ice in which three barometric entries appear for the day, that was on Tuesday, the 31st of March. These three entries were not entered on my memorandum, I took a note of them on a piece of paper. Each time it is entered on the 31st, I took the entry on a piece of paper, except the last entry, the latter I did not take on a piece of paper as I had the log before me, and I was writing up the log. The 31st is rather a lengthy entry. The first barometric entry on the log appears on the 4th line of the log sheet. The thermometer was made at the same time as the last reading of the barometer and was not on the memorandum. There is nothing else there which was not copied from the memorandum. Looking at the Newfoundland from the deck of the Stephano there was nothing in the way of ice to obstruct the view. To the best of my recollection the barometer between 8 and 10 of the 30th at night was 29.90 or 30.00. The next morning at 5 o'clock I noticed the barometer had dropped to 29.75, at noon it dropped to 29.50 and falling. My impression from the glass was that the glass started to go down so quickly the wind would chop off from the N.W. and moderate. That was my expectation at noon. I swear the lowest I saw the glass on the 31st was 29.40. I don't recollect much about the thermometer during the day. The entry 16 above zero. I was anxious about the Newfoundland's men on the Tuesday the 31st, after the men left the ship and the storm came on, until I asked Captain Kean did he think the men got on board their ship, and assured me that undoubtedly they got on board their ship as he had great faith in their leader. I also asked the mate or second hand Yetman, and several other officers of the ship and they also assured me that they got on board their ship. I know the captain was blowing his whistle until 8 o'clock on Tuesday night, but I don't know why he was blowing. It is customary in hazy or thick weather to keep the whistle blowing as there were other ships around. It is one of the customary rules of the road. It had no special significance to me, and I did not know he was blowing it for the Newfoundland's

men as the captain had assured me that they had got aboard their ship. I happened to be talking to the captain and I asked him about the Newfoundland's crew. I spoke to Yetman by himself. I did not go specially for the purpose of asking him about the Newfoundland's crew, but it was after I had spoken to the captain. I raised the question of the Newfoundland's crew to Yetman. I did not tell him I had been speaking to the captain, nor I did not tell him the captain's answer. I don't recollect exactly the words I used to him, but they were something like this, "Well, Fred, what do you think of the Newfoundland's crew? do you think they got on board?" I don't recollect the words he used in answer, but he assured me that the men got on board. The earlier part of the log is the record of last winter's run between St. John's and New York, beginning on the 20th December last. On these trips we usually enter the barometer in the log four times a day, each four hours.

To the Judge.—I was not advised by any one to make these entries on the 31st of March in my log. To Dr. Lloyd.—I did it on my own initiative. These entries are in a line with the fact that the day was an unusually bad day.

**Found the Cause the Rest Was Easy.**  
**DODD'S KIDNEY PILLS QUICKLY CURED HIS KIDNEY DISEASE.**  
**How Hudson Marchbank, After Suffering for Five Years, Found Quick Relief and Permanent Cure in the Greatest of Canadian Remedies.**  
Marchbank, King's County, N. B., April 27. (Special).—After suffering for five years from kidney disease, brought on by a strain, Hudson Marchbank, Esq., the well known farmer of this place, is again a strong, healthy man, and another grand cure for Dodd's Kidney Pills has been put on record. In an interview, Mr. Marchbank says: "About five years ago I hurt my back from lifting, and it developed into kidney disease. My back pained me all the time, and I was very much troubled with headaches. My appetite was fitful; I had a bitter taste in my mouth in the mornings; I perspired freely and my perspiration had a disagreeable odor. "I used liniments and plasters, but they did not do me any good, and as there were other symptoms that my kidneys were affected, I decided to try Dodd's Kidney Pills. After using two boxes, my back was completely cured, and my kidneys have not troubled me since." When Mr. Marchbank decided that his kidneys were the cause of his troubles, the rest was easy. Almost any of his neighbors could tell him that Dodd's Kidney Pills always cure diseased kidneys.

**Marine Notes.**  
The R. M. S. Digby sailed from Liverpool on Saturday night for this port with 700 tons of cargo.  
The S. S. Shenandoah leaves London on Saturday next for here.  
The S. S. Stephano will sail from here on May 8th.

## THE NICKEL THEATRE!

RECOGNIZED HOME OF REFINED AMUSEMENT.

Always the Latest Song Hits and the Very Best Pictures.

For Monday and Tuesday---4 Extra Good Feature Films---4.

Walter J. McCarthy, Ballads; Etta Gardner, Novelties; P. J. McCarthy, at the Piano.

Every Afternoon at 2. Two Shows. Every Night at 7. Three Shows

Always Interesting, Educating and Amusing.

## TO-NIGHT AT THE CASINO.

(ACTUAL MOTION PICTURE DIARY.) THE UNDYING STORY OF

## CAPTAIN SCOTT &amp; Animal Life in the Antarctic.

2 Shows every Night---7.30 and 9.15. Admission---20c. and 30.

AN INSPIRING PICTURE.

Southwards to the Goal of Their Hopes. "I've read about it. I must see it To-Night."

## Hatching Eggs!

When you read this you will know that "Reid" has quality in his.

## White Plymouth Rocks.

At the great Indianapolis Show, Ind., U.S.A., Feb. 2 to 7, '14, and in one of the quality shows in all America, and in a class of 126 White Rocks, we made this most remarkable winning: 3rd. Cock; 1st. Hen; 1st & 5th. Cockerel; 5th. Pullet. Silver cup for best shaped male; silver cup for best colored specimen. Surely this is a record to be proud of.

This is what Judge Schwab has to say about them: "The winning cockerel, one of supreme beauty, elegant form, and the best of color and condition. First hen up to highest standard."—Extract from A. P. J. April number.

Why then seek elsewhere when stock of such quality is in your own country. Only a limited number of settings to spare this season; \$5.00 per setting of 15.

W. REID.

aprt.31,00d Box 327, St. John's.

## Obituary.

JACOB CHAFE.

There passed away at 6 o'clock yesterday evening, after a very brief illness, a well known resident of the Southside in the person of Mr. Jacob Chafe. Mr. Chafe, who was for many years in the employ of Messrs. Job Brothers & Co., and had charge of the machinery, was stricken with paralysis while engaged in the boiler house. He was immediately removed to his home where everything possible was done for him, until the end came peacefully at 6 o'clock yesterday evening. A widow and several children are left to mourn to whom the Telegram extends deepest sympathy.

ERNEST J. BURDOCK.

With profound regret we chronicle the almost sudden death of one of Bellevue's most prominent business men in the person of Mr. E. J. Burdock, which sad event occurred at his late home in Bellevue on Saturday night last. The deceased was quite well on Saturday last, and death came rather unexpectedly though he had been suffering from an internal growth for some time past. He was taken ill rather suddenly at 8 p.m. on Saturday and died a few hours afterwards. Mr. Burdock was well known in business circles, and was highly esteemed by all who knew him. He is survived by a widow and three children to whom the Telegram offers sincerest sympathy in their bereavement.

Minard's Liniment Co., Gentlemen,—I had my leg badly hurt the pain was very severe and a large swelling came above the knee.

"I expected it would be serious—I rubbed it with MINARD'S LINIMENT, which stopped the pain and reduced the swelling very quickly.

I cannot speak too highly of MINARD'S LINIMENT. AMOS T. SMITH. Port Hood Island.

The Schr. Antoinette has reached Barbados after a 23 days' passage from this port.

The S. S. Tallisman is due to-morrow evening from Halifax.

## Everybody's Doing It!

BUYING THE FAMOUS

## Savory Roaster.

GOING FAST. GET YOURS TO-DAY.

**J. M. Devine**  
THE RIGHT HOUSE

## 100 Sacks P E I Blue Potatoes! 10 bxs Purity Butter, 2 lb prints

10 cases CAL. ORANGES, 40c. and 50c. doz.  
GRAPE FRUIT.  
NONPAREIL APPLES.  
ROME BEAUTY APPLES.  
TANGIERINES.  
RHUBARB.  
TOMATOES.  
NEW CABBAGE.  
RIPE BANANAS.  
By S.S. Pomeranian:  
20 cases VAL. ORANGES—small  
20 cases VAL. ORANGES—large  
10 cases LEMONS.  
20 sacks EGYPTIAN ONIONS.

1,000 boxes  
NECCO CANDIES.  
Chocolate Nut Bar.  
Royal Chocolates.  
Signet Chocolates.  
Chocolate Sherbet  
and all the other favorites.  
200 MOIR'S CAKES—  
Plain, Citron, Sultana.  
Buckwheat Flour.  
Strained Honey.  
Fering.  
Shredded Wheat—boxes.  
Asparagus Tips, 3 lb. tin, 50c.

## T. J. EDENS,

151 Duckworth Street, 112 Military Road.