

# THE MAIL AND ADVOCATE.

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## Chief Steward Coady Loses His Life In Fire On The Steamer Sagona

Blaze Occurred at an Early Hour This Morning and Was Discovered by the Night Watchman Who Gave the Alarm—Fire Under Control Within Twenty Minutes

INVESTIGATORS STUMBLED OVER BODY OF CHIEF STEWARD IN HIS OWN CABIN

Where the Blaze Evidently Originated Although the Cause is a Mystery—Damage to the Steamer is Extensive and Will Cost \$2000 to Repair—Won't Delay her Sailing

At an early hour this morning a serious fire occurred on board Crosbie & Co's steamer Sagona with fatal results. The chief steward Patrick Coady being burned to death.

The damage to the steamer is extensive as her dining room was charred, much furniture was burned to a crisp and many of the staterooms and music room and their equipment were spoiled by smoke and water.

An estimate of the damage has not yet been made but it is thought it will cost in the neighborhood of \$2,000.00.

Fortunately for the steamer she is built of iron and this fact saved her from more extensive damage if not total destruction.

### Origin a Mystery.

How the fire originated is not known and can only be conjectured as the only person who could throw light on the matter, is the chief steward, and he lies cold in death at the morgue.

At 1.25 this morning the night watchman, Mr. Escott, while going his rounds saw flame issuing from the door leading from the saloon to the main deck.

He cried "fire," and this aroused the Customs Officer, Mr. Courtenay, who occupied the Purser's room about twelve feet aft of the saloon entrance.

### Place in Flames.

Mr. Courtenay was not asleep at the time and hurriedly reached the deck to find the place in flames.

The second officer, Mr. Butler, and bosun, Mr. Howell, were sleeping aft and the sailors were in the fore part. All were quickly on the scene and worked assiduously to extinguish the flames.

An alarm of fire was sent in and the Western and Eastern Co's responded in haste; three streams of water were applied and after twenty minutes they had the blaze under control.

It was 1.35 a.m. when the fire alarm was received and at 1.55 the "all out" sounded.

The fire being extinguished the firemen, with Hon. J. C. Crosbie, owner of the ship and others were making an investigation as to the likely causes when they found the form of Chief Steward Coady lying on the floor of his room just to the right of the saloon entrance nearest the pier.

They lifted the form out, the body then being quite warm. An examination showed, however, that life was extinct and the corpse was taken to the morgue.

The cause of the fire has not been ascertained. That it started in the chief steward's room there is very little doubt, however, and was either caused by a cigarette or a candle.

The chief steward had been on board in the evening from 8 to 11 and left at the latter hour with a couple of friends.

At 1 a.m. he returned and went on board the ship alone, going to his room.

The Customs Officer heard him walking on the deck, and Mr. Coady sang out to him "It's all right officer, it's me." Mr. Courtenay opened the door of his room and saw Mr. Coady enter the saloon doorway. Wishing him good night, Mr. Courtenay lay down, but did not go to sleep and heard nothing more until the watchman cried fire when he put on the balance of his clothing and rushed to the deck.

### Lying on the Floor.

When the body was found it was lying across the floor of the room.

The right hip was badly burned but other parts of the body were not scorched. The bed clothing and other contents of the room were completely destroyed.

The opinion is that Mr. Coady was suffocated before he could make an effort to save his life.

There was no escape for the fumes and gas as the port holds and doors were closed, and the indications are that the young man became unconscious and was smothered rather than burned to death.

After breakfast when the reporter of this paper entered the saloon with Hon. Mr. Crosbie, Lloyds Agt. Black, Ship's carpenter Taylor and Mr. Rolfe the fumes were almost stifling and the port holes had to be opened to allow the gas out.

The Sagona arrived from Sydney at dinner hour yesterday with a cargo of coal. Capt. Kennedy was at home and did not know of the accident until this morning.

### Father on the Point.

Deceased was son of Mr. Coady, mail officer of the Portia. He had been

### GERMAN CRUISER STRANDED ON COAST OF ARGENTINA.

Buenos Ayres, Dec. 12.—The German cruiser Dresden has stranded on the Argentine coast near the port of Gallegos.

### KAISER ON THE MEND

Wilhelm Will Soon Be About Again, but Must Undergo Operation

Amsterdam, Dec. 14.—The Emperor Wilhelm has made so much progress towards recovering his health that telegrams received here from Berlin state that he will be able to leave the capital this week for the battlefront.

Basel from Berlin this morning that the Emperor Wilhelm will be obliged to undergo an operation to the throat when he has sufficiently recovered from his present illness, which is not considered serious.

### TURKISH GUNBOAT SUNK BY A MINE

Constantinople, Dec. 12.—A Turkish gunboat sunk when she struck a mine of the entrance of the Dardanelles today.

### TURKISH WHEAT RUSSIAN PRIZE

Odessa, Dec. 12.—A Turkish steamer, loaded with wheat for Constantinople, has been captured by a Russian cruiser and brought to Odessa.

Danish schr. Active has left Marytown for Oporto with 2500 qtls. fish.

### TWENTY-FIVE LIVES LOST IN THE WRECK OF DUTCH STEAMER

London, Dec. 14.—A Lloyd's despatch from Oporto says that the Dutch steamer Bogor, from Amsterdam to Buenos Ayres, is ashore North of Leixoes, Portuguese coast. She is a total wreck, and it is believed that twenty-five lives have been lost.

The Bogor, which belonged to the Rotterdam Lloyd Line, was 3,631 tons, built at Hamburg.

### TORPEDO WASTED

British Submarine Scraps Turkish Battleship Forty Years Old

London, Dec. 14.—A communication issued by Official Bureau to-day announces that the Turkish battleship Messudieh has been torpedoed by a British submarine.

The Messudieh was a very old boat, having been built at Blackwall, England, in 1874 and reconstructed at Genoa in 1902.

She was 338 feet long, 59 feet beam and of about 10,000 tons burden.

The Official Bureau's statement is as follows: Yesterday Submarine B 11, in charge of Lieut. Commander M. Norman Holbrook, Royal Navy, entered the Dardanelles and in spite of the difficult current dived under five rows of mines and torpedoed the Turkish battleship Messudieh, which was guarding the mine fields.

Although pursued by gun fire and torpedo boats, B 11 returned safely after being submerged on one occasion for nine hours.

When last seen, the Messudieh was sinking by the stern.

### New Zealand Remains 'Wet'

National Prohibition Got Black Eye In Recent Elections.

Wellington, N.Z., Dec. 14.—An indication of the defeat of National Prohibition is given in the preliminary count of the poll and made public here as follows: The vote in fifty-six license districts gives for National prohibition 199,860; for National continuance 290,695. In twelve no license districts, the vote for National prohibition is 40,689 and for National continuance 36,771.

### Turks Become Great Sprinters

And Russians in Caucasus Keep Them in Constant Training.

Petrograd, Dec. 14.—An official communication issued by the Russian army staff of the Caucasus says: All day Friday fighting occurred on a front extending through the villages of Pyrusm, Asmer and Tatak (South-east of Erzerum).

The enemy was everywhere repulsed and pursued beyond the Euphrates with severe losses.

### Huge Stores Of Supplies At Archangel

Hundreds of Thousands of Tons of Coal, Herrings, Machinery, and Chemicals There.

London, Dec. 12.—A Petrograd despatch says that enormous quantities of all sorts of goods from England and elsewhere are awaiting reshipment at Archangel.

These include half a million tons of coal, thousands of tons of herrings, machinery, cottons and chemicals.

The winter has been exceptionally mild, and it is expected that navigation will remain open till the middle of January with the help of ice-breakers.

### Servian Forces Chase Austrians

Violent German Attacks Repulsed

Paris, Dec. 13.—Saturday was particularly calm. The enemy manifested its activity especially by an intermittent cannonading on different points of the front.

In the region southeast of Ypres the enemy attempted violent attacks of infantry, which have been repulsed. In the woods of Le Pretre we have made very good progress.

In the Vosges the enemy attacked several times the signal station of Lamer-Heny, north-west of Senones, but have been repulsed.

Servia—The Servian extreme left wing, pursuing the enemy, forced them to recross the Drina towards Balna Bashka. On the remainder of the front the Serbs continue repulsing the Austrians towards the north and northwest.

### WEATHER REPORT

Toronto (noon)—FRESH to heavy gales; east through south to west; snow and rain. Colder again by Tuesday.

### RUSSIANS SCORE ANOTHER VICTORY IN FIGHT AT MLAWA

Paris, Dec. 12.—An Official War Office statement has been issued, saying that the Russians have won a victory over the Germans at Mlawa; and that the Germans were in full flight, pursued by the Russians.

### German Losses Average 30,000 Men Every Day

Totals Mentioned in German Official Casualty Lists Now Well on For 700,000 Men.

London, Dec. 10.—A despatch to the Times from Copenhagen says: "The latest German casualty list contains the names of 13,721 officers and men killed, wounded, and missing. This makes a total of 658,483, not including the previous Wuerttemberg, Saxon and Bavarian lists.

"The Bavarians suffered heavily, according to the present list, with over 9,000 casualties out of the total of 13,000. One regiment of 3,000 lost 16,000 men in Flanders including three generals.

"An examination shows that the average Austrian and German loss daily during the last four months has been about 30,000 men."

### German Activity In West Belgium But a Big Bluff

Designed to Hide Withdrawal of Troops to Reinforce Germans in the East.

New York, Dec. 10.—A Paris cable to the Herald says there are no developments in Flanders calling for comment, in the opinion of Lieut. Col. Rousset, who in the Liberte says the sensational reports of German activity probably were set in circulation by the Germans themselves.

Their purpose, he says, probably is to mask their real objective and particularly to hide their withdrawals of reinforcements for Poland.

"There," continues Lieut. Col. Rousset, "the Germans, whatever the ultimate result of the battle now being fought, are compelled to concentrate their strength that they may by an enormous effort prevent a catastrophe.

"To protect themselves in the east they are forced to weaken their effectiveness in the west.

"Proof of this is found in the comparative inaction of their armies in Flanders and the steady advance the French are making in Alsace."

Lieut. Col. Rousset's opinion, in fact, seems to be that the Germans have "shot their bolt," and henceforth can do little more than fight on the defensive.

### 'William' in Harness Pulls Catamaran

Where did "he" come from was the question asked by pedestrians while passing along Circular Road on Saturday night. There could be seen a very ancient-looking "Billy" goat harnessed to a small catamaran occupied by two youngsters.

The gray old Angora seemed to be well trained as he sped swiftly along to the great enjoyment of the youngsters.

### TURKEY WORRIES FRIENDS

Germany Advises Her to Give Italy Satisfaction For Violation of Italian Embassy

Rome, Dec. 14.—Italy has reiterated her urgent demand for satisfaction to the Sublime Porte for the forcible removal of C. A. Richardson, British Consul at Hodeida from the Italian Consulate where he had taken refuge and for his immediate liberation.

It is understood that Germany has advised the Constantinople Government to satisfy Italy's demands and thus avoid complications.

### Lobster Men In Conflict Over Fishery

Strong Movement in Maritime Provinces to Have Season of Rest—Some Objections.

Ottawa, Dec. 10.—A rather sharp conflict of interest has arisen in the Maritime Provinces between the lobster canners and the fishermen, indirectly, the result of the war. The packers have been unable to sell all their output this season, and are obliged to carry a considerable proportion of it till next year.

They are advocating that no canners' licenses be issued next year, so as to prevent the market being overstocked and the price being greatly reduced.

The present prices for canned lobsters, which are considered satisfactory by the packers, were only obtained after years of effort and gradual increases. If the industry does not take a rest next year they fear that prices will tumble away down, and their work will be all undone.

They also urge that the lobsters are being depleted, and a year of rest would do much to replenish them.

The fishermen, on the other hand who have been depending on this means of livelihood, and who do not take to the idea of changing for a year, are strongly opposed to any policy that would close the canneries and kill their market for the lobsters.

### French Gain Important Success Over Enemy In St. Mihiel Region

New York, Dec. 14.—A cable to Herald from London this morning says: "By admission from Berlin it seems certain that the slender hold the Germans have on the Meuse at St. Michael is about to be broken by the French, who have crossed the German line of communication at Metz, midway between St. Michael and Pont au Mousson although at the cost of 600 killed and a large number of prisoners and wounded.

The French have been particularly active the last few days in Woivre district, as the culmination of a steady grinding fight forward from the woods south of Apremont and an equally gruelling advance from the forts south of Verdun.

This conflict, which has almost been lost sight of in the larger events of Flanders and the Polish campaigns would, in any other war, have been ranked among great campaigns.

It was in October that the German left centre made a sudden dash from the Franco-German frontier in an effort to cut a way through the barrier

ports and roll back the French on Verdun and Toul and compel General Joffre to end his effort to outflank the German right.

The dash resulted in the capture of Fort Camp des Romains and Fort LesParaches, a hold on the left bank of the Meuse and the occupation of St. Michael.

There the invading army was checked but the weeks that have passed have been filled with almost constant fighting to break this arrow-like force projecting into French territory from the north, south, and west. The French have been battering the German lines and gradually their internments crept up on each side until two weeks ago the Germans held only a tiny thread of ground from St. Michael in a zigzag haphazard line north-east of Metz.

Berlin now confirms the reports from Paris of the precarious situation of this force and it is reasonable to expect in the near future the beginning of a desperate battle of extrication.

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