## Evening Telegram.

W. J. HERDER, - - - Proprietor. | would then be in a patch of white W. F. LLOYD, - - - - Editor.

#### WEDNESDAY, April 15th, 1914. Their Hearts

in Their Work.

It is pleasing to note the thorough and exhaustive way in which the members of the different Societies and ped, the rest of the men carried or ped, the rest of the men carried or inions have set to work to make a horough collection of funds from the people of the city. The city has been systematically divided into some thirty-three sections, with the streets of the respective sections named and collectors appointed for each section. By this means each house can be visited and the whole of the people in the city visited, and all this can be done in a comparatively short time. Each collector is a volunteer and from the collector is a volunteer and from the collector. enthusiastic and thorough-going way to her again that night, and I felt in which these men have begun their that we were not going to get aboard voluntary labor everybody must be of either steamer, and I told our mas convinced that these men have their ter watch, Jacob Bungay. I heard no hearts in their work. This is a good indication that citizens at large are I heard no one saying anything about alive to the situation and realize that large sum of money must be raised gay about not getting aboard a ship to meet the exigencies which have that night, Bungay said he thought arisen from the disasters at the ice

#### A Lull in the Storm

There is a lull in the political storm on the other side of the water. This is due in part to the Easter holidays, but in the main, in all probability to the desire of all parties to find a way out of the trouble which they may take with honor to themselves and peace to their common country. We have felt for some time and have so expressed ourselves that the offers of concessions of the various parties oring their attitudes so near together that it would be the height of madness and a poor example of the dipio macy of the public men at home should a way-out not be found.

The Times says public opinion will angrily demand a solution.

The Westminister Gazette urges the the matter among themselves and looking over the past three months, it head fellows but it delayed those who comes to the conclusion that parties could have sensibly approached each other and that the remaining gap could be bridged with patience and forbearance. So say we.

#### Newfoundland **Disasters** Engniry.

WEDNESDAY MORNING. JACOB DALTON (Sworn.) -I belong to Catalina and was at the ice in the Newfoundland this spring. This is my second spring to the seal fishery I was one of the men who started for the Stephano on Tuesday, March 31st. having been informed that there were seals in the Stephano's neighbourhood. We left about seven o'clock It was a fine morning, the sun was up, but the sky dawning was red and the sky overcast. We reached the Steph ano about 11.30. We had no weather before we reached her. The sky was thick. There was no snow falling. We went on board and had a mug up, and after our mug up we were ordered out on the ice on the starboard side of the ship by Capt. Abraham Kean. At this time it was just pecking snow. I heard the Captain say that the seals lay in the S. W. When we got out went in a South Westerly direction. We did not go right across th Stephano's bow to the port side, but we had to cross her bow slightly in going the direction which he said. That would be at a slight incline. She then slewed leaving us on her port way until she was stern on to us. When we got to the spot of seals the weather was thicker, and after we left to go towards our own ship the weaththur Mouland's watch, and I was one of the men to reach the Newfoundland on Thursday morning. I never heard any one objecting to leave the Stephano on Tuesday: I never heard any one asking to stay aboard. I was thinking when we went to the Stephano that we were going to stay aboard and work the seals from her. I have been in Hospital since I arrived at St. John's, and came out yesterday. My two toes and heel was slightly burnt and my fingers and wrist. When I left the Newfoundland I had four cakes of bread and an orange. I could have taken more food if I wanted it; I got all I wanted to eat on board the Stephano. When we left the Steph ano, although the weather was getting thick we were in good spirits in the prospect of getting the seals; I don't think any of us expected a storm, al though we expected a storm, we did not think it was going to last so long or come so bad as it did. It looked rather to be soft. There is nothing more I can, and there is nothing more I would like to add to my state-I am twenty-four years of age

HENRY KELLOWAY (Sworn).-I foundland at the sealfishery this spring I was a bridge master in Jacob Bungey's watch. I was one of the men who left the Newfoundland on the morning of the 31st to go towards the Stephano. We left our ship about 7 o'clock. It was a fine morning, warm, the sun was shining but not very bright. It was a kind of red out to the eastward, and the sky was overcast. We arrived at the Stephano about 11.30. Before we reached her we just noticed a scattered peck of snow falling, but it was mild. After getting on deck we went below and had a mug up. When we came on deck again I could not see our own steamer, but I could see her when I first arrived on deck. The reason I could not see her when I came up from below was the snow had increased. We getting on deck we went below and had a mug up. When we came on deck again I could not see our own steamer, but I could see her when I first arrived on deck. The reason I could not see her when I came up from below was the snow had increased. We ecceived orders to leave the Stephano Minard's Liniment Cures Diphtheria, apr15,21

over the starboard side, and to follow on the line of carcasses until we cam to a flag belonging to him and w coats. I got out over the starboard side of the Stephano. When our flags were thrown overboard, that is th Capt. Kean on the bridge say "Hurry on and pass her head." We went on ahead of her at a slight incline, and after we passed her bow she wheeled out to the starboard, leaving us of her port bow. We did not go right across her head to her port side. We got to the spot of seals that Captain and we panned about thirty seal The weather was stormy then. started off towards the ship and caught up to them. When I went the Stephano in the morning I though we were going to work the seals from her, and after killing seals in the af ternoon we would return there in the it. When I made the remark to Bun-

we would get aboard of our own ship When I left the Newfoundland that morning I had ten cakes of butter bis cuit with me. I could have had more if I wanted it. We had all we wanted to eat on board the Stephano when we got our mug up. I have been in Hospital since I returned to St. John's and I only got out on yesterday. Thi is my third spring to the ice. I have been the three springs with Capt. Wes Kean. I don't know that I can add anything else to what I have already said in my evidence. I don't think there is anything that our second hand and master of watches, or any of our men, could have done any more than they did do on the ice to get us out of the difficulty. We built shelters and did everything that occurred to us for the best. I was one of the sec-ond hinder fellows and behind Pear when Pear gave out on the tramp towards the Newfoundland. George Tuff was there. He stopped and three more men stopped with him. He told us to go on and try to get aboard and get idea of the Ulster Irishmen settling some one to come back for the sick man. I don't know if this delayed the

were behind.

FREDERICK YETMAN (Sworn).— belong to Brookfield, Bonavista Bay. I have been going to the ice for thirty springs. I have been second hand with Capt. Abraham Kean for five or six springs. This year I have Officers, Ship's Company & on the Stephano. On Tuesday morning, the 31st of March, the Newfoundland lay to the S. E. of us about four or five miles. Capt. A. Kean went up in the Stephano's barrel that morning just after dawning, as soon as he could see. He remained up there till all the men were put on the ice to kill seals. When the captain came down to go to breakfast I went up in the barrel. Between eight and nine o'clock I saw the Newfoundland's crew coming towards us. It appeared to me as if they were just leaving their ship. The captain was then on the bridge, and I told him the Newfoundland's crew was just leaving her. afterwards heard that they had left her at 7 o'clock. It was possible that they could have left at 7 o'clock and being high up on the rough ice, it appeared to me that they were just leaving their ship. The bow of the Newfoundland was somewhat toward us. The men were in a line from us. After the men reached our ship they went below and had a mug up. It was not snowing when they came aboard of us. After they had their mug up they turned out on the starboard side. The snow then was a little pecking. They left our starboard side and went past our bow at a slight incline to the port. They did not turn sharp across our head to the port bow. We wheeled out to the starboard which would bow, and continued slewing in that leave them on our port bow. After I came down out of the barrel I did not look in the direction of the Newfoundland. I believe if I had looked in her direction I would have seen her. The next time I saw her was at daylight Thursday morning. She was then about a mile and a half or two milse from us abroadside. I was in the barrel and noticed she had a signal flying. I did not make out what the signal was. I do not know what it was. I reported to the captain. He had seen it as soon as I did. We then sent two of our men to board her, and she, shortly after they arrived, changed her signal. I reported the secon signal to the captain as a blue and white check signal on top, with a red and phite pennant under. The captain then went up in the barrel and said the pennant was white with a red

> five cent Glasses." Do you realiz that by so doing, you virtually admit that twenty-five cents is the value you place upon God's greatest gift to you! There is no law to prevent you from injuring your eyes by using such glasses excepting, perhaps, the law of common sense. Of course you don't know why cheap glasses play such havoc with your eyes, and health gen-Perry's Cove. I am 23 years one of the crew of the New-at the sealfishery this specialist can tell you, and if you was a bridge master in Jacob would interest yourself to the extent

(To be Continued.)

A word to those who wear "Twenty-

THE NICKEL

Theatre Renovated, Cleaned, Improved from Top to Bottom. Showing Nothing But Clear, Sharp Motion Pictures & Classy Songs. WEDNESDAY'S FEATURE:

## Romeo and Juliet!

A Pathe Film D'Art, in 2 Reels-2. Hand Colored. A beautiful Picture.

The Nickel for a Good Show all the time.

WALTER J. McCARTHY, the St. John's boy with the big tenor | MISS ETTA GARDNER, in all the latest ragtime hits. PROF. P. J. McCARTHY, at the piano, voice, sings popular ballads.

Coming-JOSEPH F. ROSS, Trap Drummer, to make the pictures more realistic.

# **Bread** Cake

AND

# **Pastry** JOHN B. AYRE.

#### Marine Disasters' Fund.

OFFICIAL ACKNOWLEDGMENTS. The Honoray Treasurer of the Reief Committee begs to acknowledge with thanks, the receipt of the following subscriptions: Already acknowledged ...

Grand Lodge, S.U.F., per W. H. Goodland, Grand Pur-200.00 Edward Milligan, Hartford, Conn., per R. G. Rendell.

50.00

Acorn Lodge, L.O.A. Hodge's Cove, per Wm. Smith, Recording Secretary..... Dr. Henry Shea .....

Sydney, per Bank of Mon-St. John's Journeymen Coopers' Union .

eopold Frank, London, per Bank of Montreal . iverpool Fund, per Bank of .. - 2,426.25 Liverpool . Newman's & Carwithen, London, per Bank of Mon-

'Beothic,' per Capt. W. C. Winsor Topsail Loyal Orange Lodge per John J. Butler, W.M. E. W. Gillett Co., Ltd., Toronto, per T. & M. Winter Ogilvie Flour Mills Co., Ltd., per Harvey & Co., Ltd. . Daniel Monroe . S. Picture & Portrait Co.

St. Lawrence Flour Mills Montreal, per Campbell & McKay Swift Canadian Co., Toronto, per Campbell & McKay ... Sandbach Parker & Co. Demerara, per Hon. J. D.

Ryan Royal Oak Lodge, L.O.A., St. John's .. .. .. Hon. James Baird ... Nova Scotia Steel & Coal Co. .. Eastern Trust Co., Halifax.

O. Mustad & Son, Christiana, Norway, per P. C. Commercial Cable Co. .. .. O'Driscoll St. George's Society, Hali-

J. A. Farquhar & Co., Hali-David Stott Dominion Boat Club,

R. WATSON,

## Cable News.

pecial to Evening Telegram. MONTREAL, To-day. Sir Wm. Whyte, for years Vice al Star, April 6. Railway, is dead.

JUAREZ, To-day. A nine days' battle has resulted in victory to the Rebels under Villa, ccording to an official report made public here. The Rebel forces came upon the United Federals, said in the ast days of the battle to have numbered 15,000, forty miles East Torreon. The killed and wounded on both sides number about 3,000. The Rebels claim to have taken 700 prisoners.

REIDS' BOATS .- The Bruce left Port aux Basques at 10.15 p.m. yester-The Ethie left Lawn at 11.15 a.m. to-day going West. The Glencoe left Port aux Basques at 4.50 a.m. today. The Lintrose arrived at Port aux Basques at 7.55 a.m. to-day.



BY ORDER O.C.

Band will parade at the Armoury on Thursday, the 16th.

W. FRANK SUMMERS.

40 p.m. to-day:

# Casino Theatre, Commencing Monday, April 20th.

That Great Pasqualli \$250,000 Production

The Last Days of Pompeii

A Motographic Dramatization of Lord Bulwer Lytton's Book.

10,000 People; 260 Big Scenes; 8 Reels, a Prologue and 2 Parts.

See the Historic Roman Arena in all its Grandeur! The Fighting Gladiators and Thrilling Chariot Races! The Lions turned Loose on the Heroic Glaucus! THE CITY OF POMPEII Before, During and After the ERUP-TION OF MOUNT VESUVIUS!

Don't miss this opportunity to witness the biggest and best Educational Entertainment ever produce d

Secure your seats early from Mr. Power at the Bookstore. TRULY THE GREATEST PHOTO-DRAMA IN THE WORLD.

#### This Date in History.

APRIL 15.

New Moon-25th. Days Past-104 To Come-260 MATTHEW ARNOLD died, aged

66. He achieved a high reputation as poet and critic. As the propounder of the principles of "sweetness and light," as well as by his graceful verse, he secured a high amongst the literary men of the Vic-LADY HALLE died 1911. Before

her marriage to Sir Charles Halle she was Madam Norman Neruda, She was a celebrated violinist WRECK OF THE TITANIC 1912. COLONIAL PREMIERS met

There is one's trade and one's family, and beyond it seems as if the great demen of worldly-mindedness would hardly allow one to bestow a thought or care. -M. Arnold.

#### Service for Dead Sealers.

in the recent Newfoundland disaster, was held in Verdun Baptist Church last evening. The large congrega-tion was composed chiefly of people from Newfoundland. Addresses were civen by Rev. George Mercer, of Bay Roberts, Nfld., Rev. G. G. Burton, of Greenspond, and the pastor, Rev. lames Holmes, formerly missionary at Seldom-Conre-By, Newfoundland. Dr. Peters, President of the Montreal Newfoundland Society: Cecil Kean, brother of Capt. Kean, of the Newfoundland sealing ship, and others who were at some time interested in the sealing industry, were present. A letter of sympathy will be sent to all affected by the disaster .- Montre-

#### Train Notes.

The Trepassey train arrived in the effy at 8 p.m. yesterday. The local from Carbonear and Pla centia reached the city at 9.30 p.m. uing Bruce express left

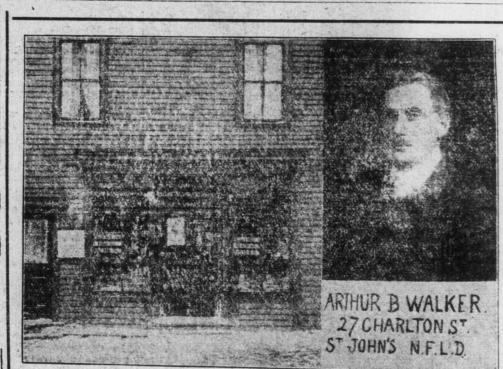
1s at 7.30 a.m. to-day, and

the city until about a.m. to-n. . . w. The rot ry came over the Topsails his morning, arriving at Millertown Junction at 10 a.m. when the west proceeded to Port aux Basques. Sunday's outgoing express, with e passengers that left here by Monday's express left Millertown Junction at 10 a.m. and is due at Port

oux Basques early to-morrow mern An express with the passenger that came over by the Lintrose, will leave Port aux Basques after the arrival of Sunday's outgoing express, due there to-morrow morning.

The local from Carbonear via Broad Cove. arrived in the city at 12.

WEATHER .- A strong north-west



### ARTHUR WALKER.

27 Charlton St., (off Springdale St.)

Groceries and Provisions, School Supplies and Stationery, Fruits, Nuts, Candy and Soft Drinks, Cakes & Pies, Bread Milk, Daily Papers, Tobacco, Cigars and Cigarettes, Thread. Laces, Perfume, Liniment, Needle Packages, Picture Post Cards, Postage Stamps, etc.

Changeable Window Signs for Shops, etc. Splendid device to boost trade; easily applied. Autoharps and Zithers tuned and re-stringed. Agency for Columbia Zithers and Pathephones; apr9,3m,th,s,m no needles required.

### Here and There.

BOWRING SHIPS .- The s.s. Portia

MR. CARNEGIE SENDS \$1,000 .-The Prime Minister received a letter from Carnegie, enclosing a subscription of \$1,000 for Disaster Fund.

Stafford's Liniment should be in every home. Over 15,000 bottles sold last year.—apr9,tf

POLICE COURT .- Three drunks were discharged; two were fined \$10 or 30 days for being loose and disorderly; a vagrant was sent down for

A CORRECTION.—In the list of he Southern Cross's crew, the name of Dunphy, from Tor's Cove appeared in our paper, which should read O'-Driscoll, Tor's Cove.

ROYAL BANK OF CANADA. The ion. Treasurer of the Marine Disaster Fund has received word from Man-ager Crowdy, of the Royal Bank of Canada, saying that the Bank's sub-scription to the fund will be \$5,000.60.

Stafford's Liniment cures Rheumatism. For sale by N. Nugent, New Gower St .- ap9,tf

WIRELESS FROM SARDINIAN. The R. M. S. Sardinian, now 11 days out to this port from Liverpool, was 190 miles East of St. John's at clock this morning, according to wireless received by Shta & Co.

wind prevails up the country to-day with snow squalls along the line of railway. The temperature ranges ing this both ships nearly made schedule time.

#### Laid to Rest.

The remains of the late Lorenze Bartlett, belonging to the French Shore, who was found dead on the iccfloe, was interred yesterday at the C. of E. Cemetery yesterday afternoon. Prayers for the dead were recited at e graveside by the Rev. J. Brinton. Only two persons attended the funeral -Mr. F. Moore and Mr. Wm. Clapp. epresentative for the district of St.

#### Personal.

here for some months past, superintending the repairs to the S.S. Manchester Commerce and S.S. Parthenia, leaves by this evening's express The Captain has made many friends during his stay in the city, and was well known because of his valuable services and co-operation in many of the entertainments for charitable purposes held during his visit. With the many friends who wish the Captain bon voyage" the Evening Telegram heartily joins.

#### Cape Report.

ecial to Evening Telegram. CAPE RACE, To-day. Wind north west, brisk, with sno showers. A small schooner was anchored in Cape Cove all night leaving sea and thick snow: stands speed, head to sea. west; no other shipping in sight. Bar.

ICE IN CABOT STRAIT.—The S.S.
Bruce and Lintrose reports passing through large quantities of heavy loose ice during the past few trips across Cabot Strait but notwithstanling this both ships nearly made schedule. W. H. Taylor, M. K. Gillis, John Ryan, Miss A. Ryan, C. O. and Mrs. Goldburth and J. H. Baggs.

#### Marine Disasters Fund.

Received at the Telegram Office. Amt. already acknowledged. \$1, Rt. Hon. Sir R. Bond

### At Bay Bulls

Miss Quirk

ary. at 11.55 a.m.: "At noon yesterda 26 miles N.E. by N. wind blowing about 50 heavy sea running from ing half speed since heading to sea, and from 9 p.m. to 3 a.m., storm with intense fros showing 28 since yesterday Frem Kyle to R. N. Co., at

put into Bay Bulls to wait a

On Friday, April 10th, a dau

Mr. and Mrs. Willam C. Ham MINARD'S LINIMENT CULL DANDBUFF.