

UNION MEMBERS THROW SEARCHLIGHT OF REASON ON OUR PUBLIC AFFAIRS.

(Mr. Jennings Continued)

The first two I have noticed happen to be Fortune Harbor and Three Arms. At those places the operators receive a salary of \$240 each, while the operators at a great number of places of equal size or probably larger, only get \$120.

I think that of the 200 (or a little more) operators in outposts, 118 get under the sum of \$200.

Now, I don't see why a place like Three Arms should get the same salary as Twillingate. I don't know who fixed the salaries, and did not bother myself to find out, but I consider it unfair.

I think a readjustment of those salaries would be beneficial to all concerned. It creates dissatisfaction and a certain amount of jealousy when an operator at one place gets \$120 and the operator at another place of the same size, gets twice as much.

"Pernicious system."

I will pass on now to another matter that my friend, Mr. Halfyard, termed a pernicious system. Now, that was probably a strong term, but there is one system that I consider pernicious and that is the giving of special grants to private individuals. I don't know who introduced that system, but I suppose it was introduced in the early days and succeeding government have followed it. To my mind that system is a demoralizing one, and gives more trouble to a government than any other that I know of.

I believe that no grant should be given from the public revenue to anyone except under petition signed by a majority of the people of a settlement. If the majority of the inhabitants of a place will sign a petition stating that certain moneys are needed, why, of course, they take the responsibility, but when a grant is given to a private individual on his own suggestion, you don't know whether the money is needed or not, and don't know whether it is properly spent.

Under Question.

At the present time we are plying the Government with questions relating to matters of this sort, because the people of our districts have asked us to get the particulars of certain grants which have been sent in this way.

One man gets \$50, another man \$100, and nobody knows what becomes of it, and the people want to get particulars of the returns. Of course, the fault is not the fault of the Government but of the system, and I don't think we could do a better thing than get down and knock that system out and have done with it once and for all.

I have been very much interested in looking over the particulars given to us by the Department of Public Works. I spent part of last night going over them, and almost the first thing I saw was a grant to a man by the name of Jacob Manuel, of Cottell's Island, of \$200.

Now, I want to say that there is no man by that name at Cottell's Island, Notre Dame Bay, and there never was a man by that name there, and the Hon. Minister of Public Works need not be surprised if one of these days he is asked for returns of that \$200.

Anxious to Know.

Rt. Hon. Prime Minister—Will you let me have the date of that?

Mr. Jennings—Yes, I have not got it now, but I will let you have it.

Now, the next thing I take exception to is the fact that two allocations for Bonne Bay have been charged to the Twillingate account.

Mr. Clapp—Mr. Chairman, I may say in connection with this matter that I have never had an opportunity

of ascertaining what moneys have gone to my district.

I have always been refused by the clerks of the Departments, who stated that instructions had been given by the heads of the Departments that no information was to be given to anyone except members of the Government, and I have never been able to ascertain as to how affairs in my district were being conducted.

Another Mistake.

Mr. Jennings—There is another item that I don't quite understand. I don't want to suggest that this money was not spent properly, I take it that it was an error on the part of the person who entered the matter.

The district of Twillingate is charged with an allocation to A. Brett in connection with a railway station at the riverhead of Moreton's Harbor. Now, that is the first intimation I have had that we are going to get the railway, but it seems that a station is being got ready down there.

As a railway in that section is, of course, geographically impossible, I presume it is an error on the part of one of the clerks in the Department, but I thought it was too good to pass.

Another item that is a mistaken entry, I presume, is an allocation to Rev. R. H. Mercer, of Musgrave Harbor, of \$150. That should be charged to the district of Bonavista, not to Twillingate.

Prolific Arbitrations.

There is just one further item that I would like to mention in the latter part of the returns. H. N. Burt, the Stipendiary Magistrate at Botwood, received \$60.00 as arbitration award expenses in connection with some matter down there.

Now, I am not acquainted with the particulars of the case, in fact, it is the first I heard of it, but I think that a Magistrate receiving a salary of \$500, should have undertaken this work free.

By the way, I notice from some of the returns sent in that the worthy Magistrate at Twillingate, W. J. Scott, got the sum of \$780 for extra services outside of Twillingate. That is an eye-opener to me.

I understand now why that gentleman is so officious going around to different places and hunting up matters—it is because he gets \$5 a day for it outside of his fine, fat salary. I think it is right that everybody should know these things.

In Luck.

I also notice here an allocation of \$30 to a man for repairing the road to his stage. No doubt this money was properly spent, but I am afraid that when this gets round the Minister is going to be flooded with petitions asking for money to make roads to stages and flakes.

Before I sit down I am going to make a suggestion with regard to the expenditure of road money. It might not be a popular one, and it is not likely that it is going to get much consideration, but I will make it all the same. It is this. I understand that the districts near the city are fairly well off as far as roads are concerned, and they also have the use of the railway. The suggestion I am going to make is that the money allocated to them for good purposes should every second year be sent down to the northern districts or to the western districts, where it is so badly needed.

If the people from whom it is taken grumble, as no doubt they will, tell them that they can go down if they wish and work it up. I am quite aware that that would be doing something that has no precedent. However, I think there is room for improvement and reform in the expenditure of our road moneys, and I hope that some of us here in this case will live to see the change.

(To be continued.)



HOWARD WHITE
Primo Basso, Boston Opera Co., as the King in "Lohengrin."

TO GIVE QUARTER OF PROCEEDS TO THE MARINE DISASTER FUND.

Edwin Bower Hesser, the Boston impresario, to-day sent the following written statement to the newspapers, in relation to his contribution to the Marine Disaster Fund, by giving a quarter of the proceeds of his Musical Festival at the Methodist College Hall, on June 1st, 2nd, and 3rd:

As soon as I heard of the terrible sealing tragedy, before leaving New York City, says Mr. Hesser, I telegraphed to the newspapers and Governor Davidson that I should like to arrange some sort of benefit for the widows and orphans' fund. Yesterday I met the gentlemen of the Marine Disaster Committee, and happened to hear of the other tragedies—"Grand Falls."

Many Dependent.

I saw by the list that there were 22 dependent widows and orphans of those who perished on the "Checkers" and there are doubtless as many left destitute from the death of the crew of the "Grand Falls." I was told by the members of the Committee that no provision had so far been possible for the dependents from these tragedies, as the sealing fund could not be diverted to benefit them. I asked leave of the gentlemen of the Committee to change my offer, and to make it for the benefit of those dependent on the seamen of these two ships, rather than to go into the general fund, which already seems pretty well cared for by popular subscription.

The fund raised through my Musical Festival will equal in amount the entire profits of the local performances, I think, and should these profits be greater than the 25 per cent. of the receipts which I am donating, I shall turn over any excess to the gentlemen composing the committee, who are identical with those serving on the general Marine Disasters Committee.

Yesterday morning, in The Daily News, there was an editorial by Mr. Robinson, the Secretary of the Committee, which read as follows:

Checkers and Grand Falls

"Mr. Edwin B. Hesser has kindly offered to devote a quarter of the net proceeds of his three night opera season to the sufferers from the Checkers and Grand Falls Disasters. Amid the deep sorrow for those who are mourning because of the awful tragedies of the sealing voyage, the lesser, but to the survivors, not the less severe bereavements, are apt to be overlooked.

"The toll for the Checkers is a heavy one—5 widows, 12 orphans and 5 dependents—22 for a crew of 6 men. That of the Grand Falls is, as yet, unknown, but enquiries will be made. If only we had awakened to our obvious duty and established a

Permanent Disasters Fund, two years ago, these cases might have been met.

"Mr. Hesser's spontaneous offer has been gratefully accepted by the Committee, which, it will be remembered, was empowered by resolution at the Citizens' meeting, to initiate the establishment of a Permanent Fund. To do so at the present moment may be inopportune, but to obtain all possible help for the widows, orphans and dependents of the crews of the two vessels is a sacred duty."



MME. EVELYN SCOTNEY
Coloratura Prima Donna Soprano,
Boston Opera Co.

establishment of a Permanent Fund. To do so at the present moment may be inopportune, but to obtain all possible help for the widows, orphans and dependents of the crews of the two vessels is a sacred duty."

The Benefit.

This article very clearly states the case, but I should like to make even plainer, to the public, the exact benefit which the fund will derive from the Musical Festival.

From the gross receipts will be deducted merely the local Newfoundland expenses, which should not amount to more than three hundred dollars, as I calculate it at the present moment. Of course the amount cannot be definitely stated, but a complete accounting will be published in the newspapers following the festival, showing where every cent of expense money goes to. I think that this is a duty to the public when any event is advertised for the benefit of a public charity, and I have always made it a rule to publish such a statement when donating any performance to charities anywhere.

I think that about \$700 to \$1000 will be netted for the Committee. Last year, for three performances, the re-

OFFICIAL INVESTIGATION "NEWFOUNDLAND" DISASTER.

Monday, April 27th.
William J. Martin (sworn) examined by Hutchings, K.C.—

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 30.09 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.

Barometric Entries.

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.

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 29.00. 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.

Expected a Chop.

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 on our 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 men on 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 he 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 the 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 men as the captain had assured

me that they had got aboard their ship.

Didn't Go Specially.

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 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.

At the Hospital.

The enquiry was continued at the General Hospital yesterday (Tuesday), some witnesses being unable to leave the institution.

Thomas Dawson (sworn) examined by Hutchings, K.C.—I belong to Bay Roberts and was at the seal fishery in the Newfoundland as master watch.

On Tuesday, March 31st, about 47 a.m. left with our crew and proceeded towards the Stephano. I thought when we left we were going to the Stephano, but heard no orders given to that effect. It was fine but very dull and looked for weather. The weather commenced about 11.30 and we reached the Stephano about 12 o'clock, our time.

All walked in a line and I saw only one flag belonging to the Stephano with a few seals. When we reached the ship the captain asked us aboard have a mug up; my watch had something to eat on board. Our second told me to get something to eat. I replied, "No, I'm darned if I will; I'm no officer on board this ship and can't get anything for myself."

Wanted a Drink.

I then went below and got a mug of tea, when some fellow said he was choking for a drink and I gave it to him. I then took a drink out of the kettle and came on deck; I had no bread or biscuit. I was filling my pipe but had not time to light it before we were told by the captain and our second hand to get overboard.

I heard no conversation between the captain and Tuff while on board. We all got over on the starboard side, and went right ahead of her. I did not cross over to the port side. I heard no conversation while on the ice between the captain and Tuff. I was ahead most of the crowd. The ship turned and went directly away from us. We went about S.W.

As she started away I asked Tuff how our ship lay, and he told me about S.E. I asked him where he was going. He said we're going about two miles S.W. where there are about 1400 seals, which were just beyond the carcasses. I asked him if the Stephano or Capt. A. Kean (I don't know which) was going to pick us up. He said no, but we would have to go to our own ship. I said how are we going to find our own ship if we have to go two or three miles to the S.W. He said we'd allow a point or two. I said I've been 21 or 22 springs to the ice, and you'll want to run it pretty near to strike a ship a day like this.

Very Stormy Day.

At this time it was snowing and drifting as thick as ever I saw it. We then went on about a mile and struck the seals. Bungay and some of his watch stopped to kill. About five minutes after this we all stopped and consulted, and decided to go to our own ship, as it was too dirty. Tuff told me to go ahead and lead the crowd to go right in the wind's eye, which I did.

We struck the path we came out in, and the flag. We walked on until dark, sometimes losing the track. About 4.30 I heard the whistle of our ship twice; it may have been a little later. She was in the direction we were going. At dark we stopped; the second hand told us we would have to stop for the night. It was too dirty to go on any further.

Could Not Hold the Path.

It was very stormy and we could not hold the path. I think if the steamer had kept blowing some of us would have boarded her, maybe all hands.—I took about 36 men and went to a pan for the night, and Jones's watch of about 30 men joined my

crowd. Jones was there for a short while but left and stayed with one of the other watches.

I had a fire and had to look out for Jones's, and the man Pear, that the second hand said he was looking out for. Pear died on the pan that night. Of 8 or 10 who died that night only one belonged to my watch. If Jones had taken his 30 men to another pan with their ropes and gaffs and lit a fire and looked after them as I did, they would have fared better, and my men would have fared better too.

My men being ahead in the march were in better condition than Jones's; only one of mine was wet, but several of Jones's were wet. We could not supply sufficient shelter for all on our pan, nor had we room for exercise. We had room enough for 30 or 35 men. Jones left us about 8 o'clock, and I did not see him until next day. Did not see Tuff until next day.

Moved on Wednesday.

All the men alive with me left the pan on Wednesday, late in the day, and went to another pan; could not go far, as the walking was too bad, where I remained until picked up by the Bellaventure's crew on Thursday.

Between Wednesday morning and 1 a.m. Thursday morning, 29 men died; myself and John Howlett alone were alive; the other survivors, about 26, had scattered about on other pans.

I got on board the Bellaventure at noon on Thursday, and arrived at St. John's on Saturday, and was taken to the hospital where I have been ever since. My feet and hands are badly frozen.

Saw Bellaventure.

To the Judge.—On Wednesday evening I saw the Bellaventure to windward of us. The wind was N.N.W. At that time if the ice had not shifted the Stephano's flag would be about N.W. The Newfoundland having steamed about 4 miles on Wednesday (so I hear) would be S.W. I think the Stephano was about 7 or 8 miles from our ship on Thursday, and not 4 or 5 miles as I saw in the evidence.

We were only on the Stephano about a quarter of an hour, and when I came on deck, having been below only a couple of minutes, I judged the ship to be steaming about S.W. or S.W. by S. Could not say how far she went, as I don't think she was going full speed. She would not have gone two miles. I judged the direction of the steamer by the wind and snow, both of which came from the S.E.

Snowing Thickly.

To Dr. Lloyd.—When we left the Stephano it was snowing thick, good breeze was blowing. Judging by my experience of 20 years, it was no time to put men on the ice, without you could see some way of being picked up by your own or some other ship. It was no time to put men on the ice to make for their own ship at such a distance as ours was.

I never spoke to anyone but Tuff about this. I think we travelled about 5 miles from the time we struck the Stephano's flag until we stopped for the night. We struck the flag about 2.30, I judge. We struck the blood of seals some of our men had killed in the morning about 3.30, and kept on until we stopped about 5.

I judge the Stephano's flag to be about 5 or 5½ miles from our ship. In my judgment we were not more than three-quarters of a mile from our ship when we stopped.

Track Drifted Up.

On Wednesday could not see our track which was covered with drift, nor anything else until afternoon; I could not see our ship then; I don't think the ice had wheeled worth while. I saw no sun bounds on Tuesday, scarcely saw the sun; it was too dull. The first man died about 10 p.m. on Tuesday; about 6 men died before the weather became intensely cold. Some of them had got wet, others were not used to the ice.

I got my hands and feet frozen when I fell asleep on Wednesday night.

To the Judge.—In my opinion it was George Tuff's place to lead us going back, and not remain behind and ordering me to lead them. He should also have looked after the sick men in the night time as well as he says he looked after them in the day time. If Tuff had led us back I don't think we would have reached our ship unless we had gone direct from the Stephano.

On Wednesday Tuff, instead of encouraging the men, was crying and saying we were all going to be lost.

In my opinion George Tuff was the responsible man for our crew to look out for them. He was given charge of us. He should have informed Captain Kean that we had been 5 hours travelling and that it would take the same to go back, and made arrangements with the captain to pick us up, or else not have left the ship until the following morning.

(To be continued)

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