

WAR : WAR : WAR

Authenticated Motion Pictures from
The Firing Line

SHOWING THE BELGIAN DEFENDERS IN ACTION—THE RUINS OF
THE CITY OF RHEIMS—THE FAMOUS CATHEDRAL AT
RHEIMS DAMAGED BY GERMAN SHELLS.

A Vitagraph Drama -- A Keystone Comedy -- A
Biograph Melo-Drama.

EXTRA PICTURES FOR THE CHILDREN'S BUMPER MATINEE
SATURDAY. DON'T MISS THE NICKEL TO-NIGHT—IT'S GREAT.

TO-NIGHT'S FEATURES !! AT THE CASINO THEATRE.

KLAW and ERLANGER'S GREAT 4-REEL PRODUCTION !

"CLASSMATES"

An interesting and exciting West Point Military Photo-Play.

PATHE FRERES WONDERFUL 3-REEL SUBJECT:—

"HARDING'S HERITAGE"

will also be shown.

MATINEE SATURDAY, at 3 o'clock.

Monday, Tuesday and Wednesday, the Historic and Magnificent Picture,

"THE BOER WAR," in 5 parts.

A thrill in every move—Don't miss these Features—You can't afford to !!

East
End

ROSSLEY'S THEATRES

West
End

St. John's leading Vaudeville and Moving Picture Theatre, with finest Orchestra. Mr. A. Crocker, leader.

BIG VAUDEVILLE PROGRAMME—MR. BALLARD BROWN and MISS MADGE LOCKE.

Songs, Dances, Jokes and Costumes, all new.

Great Fun Contest, Friday Night.

Lots of names, lots of novelties. Singers, Dancers, Comedians and Acrobats. 1st prize \$5.00, 2nd prize \$3.00, 3rd prize \$2.00. Great
Vitagraph feature in 2 reels—"A MODERN PRODIGAL"; "THE BLIND BASKET WEAVER," (Kalem); and 4 others, all good.

NOTE—In active preparation, POTTED PANTOMIME, "There was an old woman who lived in a shoe," with the Rossleys, Jack,
Marie and Bonnie, Mr. Ballard Brown, Miss Madge Locke, and Mrs. Rossley's clever pantomime children. Magnificent costumes and
specially prepared scenery. Everything new.

THE CRESCENT PICTURE PALACE

A GREAT FEATURE PROGRAM TO-DAY.

M. J. Delmonico—the man with the double voice—sings "When the Maple Leaves Were Falling."

"THE BOND ETERNAL"

A Kalem masterpiece in 2 reels.

"AN EASTER LILY"—A Sonny Jim feature, an amusing sketch in Black and White. "Sonny Jim's" little heart goes out to his little
colored friend, and so does everybody's else. "THE CHIEF OF POLICE"—A strong drama featuring W. H. West and
George K. Melford. "THAT TERRIBLE KID" and "THE BEST MAN"—Two capital comedy films.

The usual Extra Pictures at the Big Saturday Matinee. Send along the children, the Crescent will take good care of them.

to drop out a mark, a barrel was
placed on the ice, and at 7 p.m.
our ship got stuck in a narrow
tongue of ice for about fifteen
minutes as near as I can judge;
thirty men got over the side and
each man brought on board from
two to three seals, at the same
time it was so dark one could not
tell a seal from a dirty pan.

Got to the S.S. Bonaventure 12
o'clock that night, lay along side
until the next morning. It seemed
to all the crew that the captain
didn't want any live seals, he
wanted to see Captain Bob first.
On the 30th the crew hauled a few
more on board. On April 1st our
ship steaming West through the
"Bon's" flags. We sighted the S.S.
Seal coming towards us. Our ship
turned again, heading for the
Bonaventure, brunt down that
night among her pans and on the
2nd we went along side of her and
put on board the man with the
broken leg.

On the 3rd the operator hollowed
from the deck to captain in the
barrel that the S.S. Bon was leav-
ing up for home. Afterwards
heard she was called back to pick
up the remainder of her pans. On
the 4th at 2 p.m. our ship steamed
two hours, heading for the S.S.
Bon and on the 5th we were jam-
med about six miles from Sydney.

That night two men went to the
captain and he gave them permis-
sion to walk ashore to seek em-
ployment. Ten men more were
washing and shaving to leave
next morning. On the 6th Daniel
Loins and John Murphy started
from ship to walk ashore. Barrel-
man reported ice broke off from
the land, the whistle was blown
for to call them back. My opinion
there would have been about
twenty men more leave that morn-
ing to seek employment if the first
had got on shore.

On the 7th the ice opened up a
little, the S.S. Bonaventure got
clear, went in around picking up
her seals. About 5 p.m. the two
ships met, both crews cheered and
the last three loud cheers given
were for Mr. W. F. Coaker. Both
ships turned stern to each other.
Heard men swearing, that they
were taking care of their flags for
a whole week when we should
have ten thousand young aboard;
also heard barrelman say that he
was tired looking around for the
Bonaventure's flags.

On the 8th steamed down to St.
Paul's Island, three men came
aboard, remained about a half an
hour. That night the news went
up all through the ship that every
man was willing to abandon the
voyage and on the 9th about 100
men went on deck with their ropes
and gaffs. On the 10th strike still
on, nothing doing, laying off St.
Paul's. Captain an awful man for
abuse, telling the crew all the
Spring that they were eating too
much. He was told about it by
some of the crew the second day
of the strike, he replied that he
should say something.

On the 11th very foggy, strike
on still, moving around in loose
ice. Captain sent master watches
and second hands on the ice, said
there was old seals ahead, I don't
know if they killed any. The
whistle was blown once to call the
men aboard, they were a long time
coming; ice scattered abroad.
Captain ordered men overboard
with ropes and gaffs, they were
stipped. Strikers said it was only
a bluff put up. Why not the ship
go pick up the seals if there was
any to pick up, when men had to
ferry along on pans? Captain
started the ship at full speed and
before dark slowed down, went
back to the ice again, too thick
with fog to proceed.

On the 12th we left the ice at 4
a.m., the wind S.W., blowing a
fair breeze. Two of the strikers
ordered away from the wheel, not
allowed to steer the ship. At 8

a.m. fog cleared up a little, sight-
ed land on port side, spoke a fish-
ing schooner. Captain asked him
what land that was? The wind
veering West we steamed in off
Cape Ray, blew the whistle. We
came down the shore very slow;
to the entrance of Port aux Bas-
ques pilot came off, took the ship
in. At 5 p.m. orders was given
let go the two anchors.

Captain went on shore, after-
wards came on board again. The
rest of the crew not on strike are
swearing they ain't going to prose-
cute the voyage any more.

On the 13th captain gave orders
to leave his ship. Strikers object-
ed unless arrangement was made
to get us home. Captain said we
had to apply to the Government
he or Mr. Bowring would do no-
thing for us. At 8 a.m. another
strike on with the remainder of
the crew. Captain called role, said
he would see the voyage out until
the first of May if there was only
ten men remained as near as I can
go. There are one hundred and
fifty on strike now.

On the 14th at 5 p.m. second
hand called to all hands to get
water, he didn't say if the strikers
were allowed or not, six of them
went and there seemed no objec-
tion, afterwards others went.

On the 15th at 8 a.m. twelve of
the strikers went and asked Bart-
lett what his intention was, one
man gave him a message from his
member, he replied "I am not go-
ing to bring the ship home." He
also said that he would sue us for
his wages. One man made answer
saying he would have to take our
hide. He felt delighted, it seemed
as though he would rather have
that than a load of old hoods.

On the 16th Bartlett gave or-
ders for all the strikers to get
ashore, they objected unless mat-
ters were arranged to take us to
our homes; later the book went
out and told him that we were
getting short of grub, that we had
no potatoes for dinner; he also
told him we had no corn beef or
peas for a week past.

On the 17th Bartlett took some
of his "children" ashore to the
Magistrate to get their evidence
against the strikers, although
some of the same were after strik-
ing and went back again. It was
alright being as Mr. Bowring
didn't supply them their berths,
they were his own men. I have
known Bartlett to say before all
the crew that he didn't want Mr.
Bowring to put men in his ship to
try and run her, still his own men
were just as much in the fault as
Bowring's. We were alright with
him last Spring when we worked
like slaves to secure a full load
for the "Terra Nova" and after-
wards came home with twenty-
four thousand and left the other
ten or twelve for his son to try
and get his name up in good with
the firm but a very unfair way he
did it. It seems pretty hard that
six of our shipmates served a
term for the hundred but it was
up to themselves to do so, if they
had to say the word it would have
been all or none go to jail.

On the 18th we boarded the
train for St. John's and not a bit
sorry when we arrived for we were
very poorly fed on the passage
over, one cup of tea and two
slices of bread cut so thin as
though it was going to a sick
patient, and the beans so sour that
a dog would not eat them. We
enquired from the train steward
if that was all he could give us,
he said that he was going by di-
rections from the Government.

Now fellow sealers and toilers,
you can see how Morris is treating
us, but his day will soon be done
and we are in hopes to put a bet-
ter man in his place.

Thanking you, Mr. Editor, for
space.

ANOTHER STRIKER.

force of arms upon the rest of the
world.

Instead of being prejudiced in our
favor, the American people have been
largely prejudiced in favor of Germa-
ny over many years. They have re-
garded German universities as foun-
tains of modern culture, research and
disciplined thought. In every impor-
tant American college are German
teachers or German-taught teachers.

American boys and girls have been
educated in Germany by tens of thou-
sands.

The American people have had a
great admiration for German unity—
and Bismarck. They have had a
wholesome respect for what they be-
lieve to be the homely virtues of the
German people as a whole. But they
are convinced that the German
people have been misled and misdi-
rected by the militarists who would
Prussianize the world.

As one prominent American wrote
to me: "You are fighting as you never
fought before; and we are thinking
as we never thought before, not even
in the days of our struggle to pre-
serve the Union."

I ask such fellow-countrymen of
mine as have been impatient with the
government at Washington whether
they have fully estimated the value
of the moral support given to us by
the people of the United States.

Is there no material power in Sym-
pathy? The "vote" that says outside
the ring, "Your cause is just, fight on,"
gives a higher voltage of energy.

Sympathy maketh for understand-
ing, and that understanding was nev-
er more valuable than when we de-
parted from the old traditional block-
ade and relied upon the United States
to see that our interpretation of the
principles of international law had
not been changed by the new prac-
tice we were compelled to make.

Sympathy disarmed suspicion of mot-
ive and of act.

Log of S.S. "Terra Nova"

AT THE SEALFISHERY, 1915.

On the 18th we Boarded the Train for St. John's and not a Bit Sorry
When We Arrived for we Were Very Poorly Fed on the Passage
Over, One Cup of Tea and Two Slices of Bread Cut so Thin as
Though it Was Going to a Sick Patient, and the Beans so Sour
That a Dog Would not Eat Them. We Enquired From the Train
Steward if that Was all he Could Give us, he Said that he Was
Going by Directions From the Government.

We left St. John's on the 8th of
March at 6 p.m. and worked out to
Cape Spear, then hauled up the
shore. I put my cloths in my bag
and all the crew did the same. We
were already for a jump as she
dragged along by the rocks. We
got caught in the still ice off Bay
Bulls. Got clear Wednesday
night, the 10th, and on the 12th
passed by Cape Race at 2 a.m. and
on the 12th with the wind N.E.
passed St. Pierre 4 p.m. On the
13th passed by Cape Ray at 7 a.m.,
met the ice when half way across
to the Bird Rocks.

On the 14th we were jammed
all day and the two Norwegian
ships lay about four miles from

us. On the 15th the ice went
abroad and at 10 p.m. we steamed
all night. Next morning, the 16th,
we struck the hoods and every
man was ordered out with ropes
and gaffs with the gunners ahead
shooting the doghoods. We all
felt light hearted as we left the
ship, saying to each other "We are
going to make a quick trip this
time."

This is my eighteenth springs to
the ice—four of them with the
late Captain Arthur Jackman—
and I never saw a better chance of
killing a load of old and young
hoods. We killed and hauled to
the lake until dinner hour. The
ship steamed up the lake, took all

the crew on board and what seals
we had killed—about three hun-
dred. One of the Norwegian ships
lay about three miles from us try-
ing to force in that evening. We
left the hoods and continued up
the Gulf.

At 3 a.m. on the 17th we got
jammed again, with crowbars and
a few cans of powder we got her
free. At 8 a.m. that evening
we got to the Madalene Islands
from the 18th to the 23rd trying
to force ahead to West Cape. On
the 24th jammed again. Nothing
doing; on the 25th the ice slacken-
ed a little. On the 26th we met
with an accident, one of our crew
had his leg broken at the wheel.
Captain said it was his own fault.
On the 27th another man got
thrown over the wheel but was not
injured much.

On Sunday (28th) it blew a
gale, the wind about W. by S. On
the 29th the ship started up again.
We are about thirty miles from
Cape Nord. At 1 p.m. the ship
got into clear water. At 6 p.m. we
struck the first of the young seals
coming through the Tickle. The
captain ordered the second hand

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